

# **small air forces observer**

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April 2018

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**LVA 1918 (Part 2): Interned Aircraft**  
**Slovakia Caudron C-445 Geoland**  
**Paraguay Vultee BT-13 Valiant**  
**Ecuador Arava 201**  
**Belgian Fiat CR.42**  
**Exotic Birds 12**

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“R.5” was one of 18 CR.42s assigned to 4e Escadrille. The group’s emblem was the “Cocotte” (an origami paper horse) that had been the personal marking of Belgium’s famous WWI top scoring ace Willy Coppens (37 confirmed aerial victories). The 3e Escadrille’s “Cocotte” was red with a thin white border and 4e Escadrille’s was white.



Fiat CR.42 “R.21” was also assigned to 4e Escadrille. This aircraft was undergoing overhaul at Nivelles when it was damaged in its hangar by one of the Luftwaffe’s opening attacks on 10 May 1940, a dive-bombing raid flown by Ju 87 Stukas (4./StG2) at 0530 hours that morning. Unable to be repaired in time, the aircraft was still unserviceable in its hangar when Nivelles was captured by German ground forces a week later.



The Fiat CR.42 was a robustly built biplane powered by 840 hp Fiat A74 radial engine and armed with a pair of Breda-SAFAT 12.7mm machine guns firing through the propeller. Limited by its biplane configuration, its maximum speed was only 270mph – some 75mph slower than the opposing Bf 09E.



At Nivelles in April 1940, Capitaine Jean de Callatay, commander of 3e Escadrille, poses with his two wingmen, Sergeant “Popeye” Van Molkot and Corporal Marcel Hansen, in front of one of the squadron’s CR.42s. During the opening battles during the German invasion, Callatay was credited with one Bf 109E (8./JG 3 on 14 May) and one Ju 52/3m (17./KGrzbV 5 on 10 May) shot down and, following the fall of France, escaped to England to join the RAF. After the war he joined the re-established Belgian Air Force.

# SMALL AIR FORCES OBSERVER

The Journal of the Small Air Forces Clearinghouse

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**COVER COMMENTS:** Unable to obtain more Hawker Hurricanes from Britain, in early 1940 the Belgian government negotiated with Italy for the purchase of 36 Fiat CR.42s to replace the patently obsolete and fairly ancient Fairey Firefly biplane fighters of Ile Groupe of 2e Regiment d'Aéronautique. The much more modern Italian biplanes were shipped to Evere airfield, near Brussels, where 30 were assembled for test/acceptance flights before being assigned to the two squadrons (3e and 4e Escadrilles) that made up the fighter group. In April, the two squadrons moved to their home base of Nivelles, south of Brussels. (Doug Dildy Collection.)



# Fiat CR-42 in Belgium

Peter Taghorn

[Editor's note: This article first appeared in the French magazine Avions #70, and is presented here with the permission of the author and Michel Ledet editor of Avions. Translation by Google and Sandra Schachters.]

On March 6, 1940, the first of 36 Fiat CR-42 arrived at Belgium's Establissemments Aéronautiques at Evere. They arrived dismantled in crates, but already camouflaged. They were quickly assembled and from the 8<sup>th</sup> on Belgian pilots of II/2 Aé (Group 2 of the II Regiment Aeronautics) tested the first CR-42s. One of these pilots was 1st Sergeant Jean Maes:

*"I made the first flight in a CR-42 at Evere. An Italian mechanic explained the operation of the propeller and machineguns. I was also instructed on the engine twice and on the compressor. At the same time, Lt Oger and S/Lt Moreau, two pilots in my squadron who had accompanied me to Evere, performed their first flight on this type of aircraft".*

After becoming familiar with the planes, they were sent 3 by 3 to Nivelles to begin armament training. These flights did not occur without mishap: R.10 was damaged by Capt. Peter Arend while landing.

In April, firing exercises were held over the sea. The airmen aimed at a target towed by a Fairey Fox. Since the airstrip at Ostend was too short for fighters, the Fiats had to be stationed at Wevelgem (near Courtrai) during the period of the exercise.

On 9 May, II/2 Aé of Maj. Lamarche had about 24 Fiats: fifteen belonging to 3 Squadron (red Cocottes) and nine to 4 Squadron (white Cocottes). R.10 was still unavailable following its accident and another was under repair for abnormal vibrations of the propeller. R.2 and R.21 were undergoing a complete overhaul and were not available.

## 10 May 1940

0100 hours, the duty officer of the military airfield at Nivelles learned that a general alarm had been declared. The 2nd Fighter Group took off at sunrise to deploy to airstrip No.22 at Brustem. Although the official report by Maj. Jacques Lamarche does not mention it, it seems that the General Staff of the 2nd Regiment had warned the group of an impending attack. The order was sent directly to the wing commanders, and 10 minutes later, the mechanics and pilots were "shaken from their beds". At the same time, vehicles and motorcycles left the base to

roundup staff living outside the base.

At 0300 hours, Lt. Joannes Braun, assistant to Maj. Lamarche left for Brustem to prepare for the arrival of the Fiats. Twenty minutes later, the vehicles of the Staff Group left Nivelles. Most of the ground staff went to Nivelles by train. Meanwhile, the CR-42s were removed from their hangars and placed on the tarmac. R.2 and R.21 were still unavailable and remained in the hangar along with a Morane and some Fireflies. At sunrise, most Fiats were ready, but four Fiats were delayed with problems.

At 0445, after the engines had been warmed up, the Fiats took off for Brustem in three flights. The first to leave the ground was Maj. Lamarche who personally led the formation flying his usual R.43 (ex-R.13). The transfer went smoothly, but just when the first plane entered into the circuit at 0555 hours, enemy aircraft were sighted to the east.

Some pilots wanted to attack, but they received orders to land. 1st Sgt. Marcel Michotte touched down at too high a speed and the propeller of his Fiat was bent.

Shortly thereafter, while Capt. John Callataij's flight was approaching Brustem he saw a formation of Ju 52 of 17.1KGzbV 5) in the area of Tongeren. The commander of 3/II/2 Aé decided to attack these aircraft that were dropping mannequins by parachute. His two wingmen, Sgt. Joseph "Popeye" Van Marcei Molkot and Cal. Marcel Hansel, followed their "leader".

The German trimotors received prompt support from the Bf 109Es of I/JG 1. Callataij managed to empty a magazine on a Junkers before his Fiat was chased by a Messerschmitt. The engagement ended there. His victim, a Ju 52/3m of Uffz Jacob, made an emergency landing near Maastricht.

Sgt Van Molkot saw his leader in trouble, and although an inexperienced fighter pilot, he went to the rescue. He was then attacked by five Bf 109 that he evaded with a lot of luck. He became separated from his comrades and had to return to Brustem alone.

During this time, Callataij and Hansel were again attacked by Bf 109s. The captain succeeded in getting

behind a German but his guns jammed. Both Fiat broke off combat, but believing Brustem was being bombarded, Callataij decided to go to Nivelles.

While the captain was engaged in his fight over Tongeren, the mechanics at Nivelles made ready three more Fiats. This flight consisted of the S/Lt. Yves Dumonceau, and 1st Sgt. Jean Parisse and Marcel Sans (the first having left Nivelles). It was about 0515 hours. Young Corporal Robert Bladt, recently arrived at the unit, did not have the experience to fly a Fiat in combat - nevertheless, he tried to be helpful. *"I helped Dumonceau to 'strap in' and I was standing on the lower wing as he tightened his seat belts. Then, we both heard a disturbing noise. I looked up and saw nine Stuka engaged in dive bombing. Dumonceau responded immediately. He pushed me off the wing, yelled 'Find shelter!'", and gunned his engine. As I ran to the hangar, he took off. Dumonceau soon got behind a Stuka, but when he tried to fire his machineguns, they failed to work."*

Because of the departure of the second group, the German attack was too late to catch the Fiats on the ground. However, damage to facilities and equipment was impressive, but injury to personnel was limited to Sgt. Etienne van Zuylen van Nyevelt who was seriously wounded in the foot. Parisse could not take off, but was not injured.

Shortly after the attack, when Callataij and Hansel landed, a bomb exploded damaging Callataij's aircraft and two other Fiats. The captain exchanged his CR-42 for another one and took off for Brustem.

To prevent the strafing of Brustem by enemy fighters, Lamarche's 2 Aé group was ordered to conduct constant patrols over the airfield beginning at 0555 hours. Two patrols of three aircraft each were initiated. When one Fiat would not start, Lt Charles Goffin and 1st Sgt Roger Delannay took off without it. Around 0625 hours over Brustem, their two Fiats clashed with between 10 and 15 Bf 109Es of I./JG 1. During this engagement, Delannay's Fiat was badly damaged. The young pilot parachuted from his plane which struck the ground near the castle Terleken at Melveren. Delannay's lungs were punctured by a shot that came from the ground while he was hanging helpless in his parachute. Given the absence of an ambulance, he was loaded into a civilian vehicle and taken to the Sint-Trudostraat first-aid station at St. Trond. He died at 0720 hours, shortly after his arrival.

While his friend was fighting for his life, Charles Goffin was flying near Borgworm when he fired at a

Messerschmitt and saw it trailing a plume of smoke. His victory was confirmed by the order n°171 of 30 July 1940. Comparison with the German losses shows that a Bf 109 of 2./JG 1 piloted by Lt. Erwin Dutel was lost on that day near Aix-la-Chapelle.

The second patrol, consisting of S/Lt Jean Offenbergh, 1st Sgt John Maes, and Alexis Jottard encountered a Do 17 protected by Bf 109s of I./JG 1. Offenbergh gave the signal to attack. Maes came down behind the bomber and his gun fire hit home. He saw the bomber lose altitude and he followed his prey to the ground. However, he was so excited by his first combat that he lost track of where it crashed; and his victory could not be confirmed..

According to his post-fight report: *"I was flying as left wingman in a flight of three Fiat CR-42 with Lt Offenbergh and 1st Sgt Jottard. Our flight was uneventful until we met a Dornier. Since there were no German fighters in the area, I decided to tackle it alone. Given the altitude difference, I quickly caught up and began firing. One of my guns emptied quickly. The German was an outstanding pilot and he executed violent maneuvers to shake me loose. I had much difficulty in following him. My second gun was out of sync and several bullets passed through my propeller blades. During these maneuvers, the rear gunner fired a burst at me that damaged my wing. I had a beautiful hole 20 cm in the leading edge of the starboard lower wing close to the engine. Shortly after, I had to break off combat. My ammunition was spent and I had lost consciousness (the black veil). Despite my shots, the Dornier continued on its way."*

Meanwhile, Offenbergh and Jottard duelled with formation of Bf 109s. The Messerschmitts were fast, but the two Belgian pilots evaded by tight turns and abrupt maneuvers. On way back, S/Lt Offenbergh made two passes at a Dornier. The second time, with a few well-directed bursts, the left engine of the Do 17 started to burn. When Offenbergh pulls up to avoid the defensive fire of the rear gunner, he lost sight of the bomber.

Neither of these claims (Maes or Offenbergh ) were approved. The study of the lists of German losses failed to confirm these losses. The most that can be said is that the Belgian Fiats clashed with a formation of Dornier 17 of II./KG 77. During a raid on targets to the west of the Albert Canal, the 5th Staffel lost a Dornier. The twin-engine bomber, under the command of Obit Helmut Bott, crashes near Veldwezelt killing all the crew. But, according to the

Germans, the aircraft was "probably lost to the DCA". However, it is possible that the aircraft damaged by the Belgian Fiats was later finished off by Belgian DTCA (Ground Defense against Aircraft).

A short lull followed. Around 0825 hours, the 2nd Fighter Group was requested by the Cavalry Corps to provide protection for a reconnaissance mission over South-Willemsvaart. The escort from 3/II/2 A  consists of S/Lt Marcel Siraut, 1st Sgt Marcel Sans, and Willy Moerloose . At 0950 hours, their three Fiats rendezvoused over Brustem with Renard #19 of V/1 A  (Vth Group, 1st Regiment A ronautics) with crew S/Lt Georges Duchesne (pilot) and Lt Louis Fontaine (observer). Without encountering any enemy, the formation flew over Hasselt *en route* to Maaseik. They encounter some DCA, but continue to protect the Renard. The flight was uneventful, and at 1025 hours, the three Fiat landed back at Brustem .

S/Lt Dumonceau, who took off from Nivelles during the bombing, had further adventures. After his abortive flight to Nivelles, he decides to go to Wevelgem fearing that all airfields around had been bombed. On landing, being somewhat edgy, he accidentally triggered the firing of his guns, but fortunately no one was injured. This time, his guns had worked! At 0945 hours, he contacted his unit by phone and learned that everything was quiet. He took off in his R.4 and flew to the east. At 1120 hours, "Miss" was back. Shortly thereafter, around noon, a pilot of the Aircraft Establishment landed at Brustem with an additional Fiat.

At 1250 hours, VI/1 A  requested an escort for a reconnaissance flight over the Albert Canal, Veldwezelt, and Lanklaar. This mission is assigned to 4/II/2 A , and at 1330 hours, Lt Werner de M rode, WO Elie Fran ais, and S/Lt. Jean Moreau took off on a mission that was to be uneventful.

At 1410 hours, even before the return of M rode's patrol, Capt. John Callataij received a request to escort a Renard of V/1 A  on a reconnaissance of the Albert Canal, Maastricht, and Weert. Five minutes later while the pilots were mounting their machines, a German aircraft suddenly appeared over Brustem and the mission was canceled.

Maj. Lamarche now gave the order to camouflage all aircraft. But, the equipment (including nets) was insufficient and only the Fiats of 4/II/2 A  were covered. The aircraft were placed under fruit trees boarding the airfield and were barely visible under the foliage. Hastily, Callataij divided his aircraft into four

groups thus making them less ideal targets.

At 1440 hours, a formation of Bf 109s attacked Brustem. They perform two passes and touched two Fiats. Shortly thereafter, a Do 17 arrived over Brustem. Returning from his reconnaissance flight, Lt. Werner de M rode, attacked the twin-engine Dornier setting it afire at 1515 hours. His victory was officially approved in 1947. In his book of memoirs, de M rode when he wrote, *"During one of our first missions, I shot at a Dornier. I hardly deserve credit because it never saw me approaching. I was flying at a very low altitude, about two hundred meters below him. I approached very close and sent him several bursts from my two guns that sent him into the ground without its occupants having time to bail out"*. In fact, his victim, a Do 17P of 2.(F)/123 under the command of the Oblt Dietrich von Fr hr Schaezler, landed on its belly near M nchengladbach, damage was 40%.

Ten minutes later, Brustem was attacked by Stukas of I/St.G. 2. The dive bombers destroyed no less than 14 Fiat CR-42 (R.1, R.3, R.4, A.6, A.7, A.8, R.11, R.13, R.14, R.16, R.17 , R.18, R.19, and R.20)! There were only eight Fiats left in II Group (white Cocottes) - those that had been camouflaged. Capt. d'Huart decided to share his remaining Fiats with Capt. Callataij whose unit had lost everything .

### 11 May 1940

In the morning, Maj. Lamarche was ordered to move his group to Grimbergen, north of Brussels. Indeed, German reconnaissance aircraft follow one another over Brustem which was "burning". Shortly before 1000 hours, the transfer begins. Everything seems quiet and to protect the transfer, Lamarche scrambled two Fiats for protection. Three other Fiats were being prepared when a formation of six Do 17 appeared over the airfield. The intruders were immediately attacked while the rest of 4th squadron took to the air. The Do 17 jettisoned their bombs on the edge of the emergency runway and on St-Trond and then disappeared into the clouds.

According to Maj. Lamarche and the writings of Jean De Laet, a victory had been claimed, but it was never approved. S/Lt Jean Moreau and Jean Offenbergh said the Do 17s had vanished before any Fiats could intercept them. German archives confirm that there were no losses.

At 1500 hours, the first group of vehicles arrived at Grimbergen. Twenty minutes later, the unit received orders to moving again this time to emergency airfield N 31 at Nieuwkerken-Waas. At

1600 hours, the commander restarted the vehicles that had already reached Grimbergen. They arrived at their new airfield at 1800 hours. Twenty minutes later, eight Fiats also arrived; one of them was slightly damaged on landing.

The column of trucks managed to rejoin the unit despite losing several vehicles while being strafed and bombed along the road. At Nieuwkerken-Waas, everything was quieter than at Brustem. A section of C.40 anti-aircraft guns were positioned for protection against any German reconnaissance aircraft. Belgian airmen shared the aerodrome with their French allies of GAO 502 (equipped with Potez 63-11), which was a comfort during those days of battle.

According to writer Jean De Laet, the same evening, a group of 6 or 7 Fiats was committed to Brussels. The group was led by Capt. Callataij and consists of Lt. Charles Goffin, S/Lt. Marcel Siraut, WO Elijah French, 1st Sgt. Robert Dizelle, and Cal. Marcel Hansel. This operation went smoothly. The flight led by Lt. Goffin pursued a twin-engine plane that proved to be a British Blenheim.

### **12 May 1940**

In the morning, the last trucks arrived at the aerodrome N°31. The CAD anti-aircraft battery was removed to protect Hoboken (Antwerp). Around 0940 hours, a repaired Fiat arrived. For the pilots, the day was calm; no Fiats took to the air. In the evening, Colonel Woelmont visited the "Cocottes". At 2100 hours, the unit received orders for two missions planned for the next day.

### **13 May 1940**

At 0810 hours, Maj. Lamarche explains the situation to his personnel. Meanwhile, a small group was assembled to recover a CR-42 left at Nivelles. At 0945 hours, the General Staff of the l'Aéronautique Militaire requested that two flights be sent to the area of Louvain/Tirlemont/Tessenderlo/Westerlo. Takeoff occurred with some delay, and around 1047 hours Lt. Goffin, de Mérode, 1st Sgt. Maes, S/Lt.s Offenberg and Hansel, and Cal. Hansel took to the air with a sixth pilot. In close formation, the Fiats made their way eastward. At 1105 hours, they reach the designated sector near Louvain. Over Tirlemont, Belgian DCA opened fire; fortunately without causing damage.

Shortly after, near Diest, an enemy aircraft was seen. It was identified as a Dornier 17 and attacked. The rear gunner took as his target the Fiat of de

Mérode until the bomber reached the safety of the clouds. The Belgians then lost track of him. At 1240 hours, they broke off any further action and head back to base. During the return trip, they made multiply changes of course to mislead enemy observers who would have liked to determine the location of their base. At 1300 hours the Fiats were home.

During this mission, a group of pilots led by Capt. Callataij flew to Zwevezele to join five Fairey Fireflies. At 1425 hours, a phone call from Col Courtois of Staff requested Maj Lamarche to prepare two flights of three Fiats each to work in the area of Tirlemont in collaboration with French and British air forces. The scramble order was delayed, and it was not until 1855 hours that the aircraft took to the air. One Fiat could not leave the ground, so Callataij's patrol was reduced to two aircraft. A second flight (Moreau, Jottard, and Maes) was complete. The Fiat did not find any enemy within the designated area, but they were targeted by the DCA. Visibility was poor. To the east of Tirlemont, the Belgians observe the wreckage of an unidentified aircraft. The Fiats encountered a Hurricane before returning to Nieuwkerken-Waas at 2020 hours.

Callataij prepared a report asking Maj Lamarche to achieve better collaboration with Franco-British DCA who keeps mistaking the Fiats for German Hs 123.

Meanwhile, S/Lt Siraut reported that Nivelles had experienced five air raids. He hoped to make R.14 flyable by using the propeller and cylinders from R.2 whose engine had been damaged. R.21 would be available after a very thorough cleaning and replacing of parts from R.2. As for the Fireflies: N°28 was unavailable after the bombing, N°49's oil and water cooling systems had been damaged, N°67 had a damaged engine, and N°66 was too damaged to be repaired.

### **14 May 1940**

At 1113 hours, II/2 was ordered by Colonel Courtois to assign the fastest six Fiats to protect the embarkation of the troops of the Third Army Corps at the railroad station in Fleurus. At 1130 hours, the Fiats took off (Capt. Callataij, S/Lts. Albert Oger and André Papeians de Morckhoven, Adj. Elijah Français, 1<sup>st</sup> Sgts. Marcel Michotte and Willy de Moerloose). *En route*, de Moerloose left the formation to intercept a German bomber he believed he shot down. Over Fleurus, the formation made a few circles before being surprised by the appearance of Bf 109Es of 8./JG 3. There followed a short, but



brutal duel during which the "Cocottes" claimed two Messerschmitt (Callataij and Michotte).

According to S/Lt. Oger: *"We were patrolling over Fleurus at 1500 meters. It was beautiful and the sky was a deep blue. Here and there a few clouds were hanging around. We had not notice any bombers when my wingman (Sgt. de Moerloose) dove without explanation. He did not give any warning, and after landing he was vaguely apologetic. Shortly thereafter, my other wingman (Elijah Français) signaled that that he could not keep up with me. He was having problems with his aircraft, which often happened with Fiats! Therefore, I reduced my speed and we left Captain Callataij's flight.*

*"The two of us were alone when suddenly a dozen Messerschmitt 109s arrived. They fired at us with their guns. I was lucky because, given the distance, they failed to hit me. I went into a dive and escaped. Français was less lucky. His aircraft was hit and began spewing smoke. He was an exceptional pilot and was able to make an emergency landing near Nivelles. The Germans made no effort to pursue me and they continued their journey in close formation."*

Michotte, on his first patrol, give a very similar version of the engagement: *"I saw nothing until the tracer bullets surrounded me. They torched the fuel tank of the aircraft of Adj. Français. Fortunately, it did not explode and Elie, a test pilot, was able to land. I put on the gas to catch up with captain Callatai .*

*"I quickly had a Messerschmitt behind me. I saw him in my mirror and I foiled him by making a sudden turn. The Messerschmitt flew straight and I turned to put myself on his tail. But, he was flying too fast for me to intercept him. He banked and came toward me. I do not know why, but he did not see me.*

*"I decided to attack from below, and when I had him in my gun sight, I fired a dozen shots before my guns jammed. I think they hit. He left the premises emitting white smoke. I do not know if he was doomed, or if he could keep on flying."*

In fact, 8./JG 3 did not lose any aircraft in this engagement, and there is no evidence of the bomber claimed by Moerloose. On their part, the Germans claimed four Fiats while only one was hit. The claims of all the belligerents should be studied very carefully.

During the absence of Callataij's patrol, some old Fairey Firefly were ordered to reconnoiter Nieuwkerken-Waas. Three of them were quickly

prepared for the mission over Belgian lines. The mission must have been to "show the flag" to raise the moral of the Belgian soldiers. As this mission was not without its dangers, Maj. Lamarche took command. At 1520 hours, he was off with the S/Lts. Yves Dumonceau de Bergendael and Adj. Daniel Leroy de Vivier. Between Antwerp and Rijmenam, the trio was constantly attacked by gunfire from the Belgian lines. The Fiat of Leroy de Vivier was attacked; the pilot made an emergency landing within the Belgian lines near Keerbergen. The other two Firefly return to their base.

### 15 May 1940

At 1135 hours, the Air Force Staff requested that the greatest number possible of Fiats be prepared to protect a photographic reconnaissance mission in the region of Lierre/Onze Lieve Vrouw/Wavre. Four planes took off at 1242 from the airfield at Grimbergen with Fox O.38 (Adj. Gérard Greindl - S/Lt. Joseph Verheuge). One Fiat, the victim of engine failure, left the formation. The other three pilots (Lt .Goffin, and S/Sgts.. Lts Moreau and 1<sup>st</sup> Sgt. De Valck) remained to escort the two-seat biplane.

South-east of Malines, the formation was attacked by nine Bf 109Eof 8./JG 3. Lt. Goffin may have torched a Messerschmitt which dived away vertically. Lt. Goffin wanted to follow it down, but he was attacked by two 109s. He evaded his attackers by sudden maneuvers, but had to give up the fight because of defective weapons. The other two pilots managed to put a few shots at the Messerschmitt, but without visible results.

We know that 8./JG 3 actually lost a 109 near Aarschot (that of Obgfr Heinrich Schlandt), but as the exact time of the loss is not known and that many British pilots claimed victories in this sector, no definite answer is possible.

That evening, Lieutenant General Duvivier, commander of the DAT (Défense aérienne du territoire), visited the airfield at Nieuwkerken-Waas. He noted that Lamarche's Group could not continue operations and should be evacuated to France. The first stage of evacuation was to be Aalter (near Ghent).

In his report, the general was not very flattering of the Fiats: *"The Fiat CR-42 is obsolete. The propeller blades are often damaged by the bullets caused by the failure of the Constantinesco synchronization system. Significant oil lose occurs during combat. The group is thus hors de combat."*

### 16 May 1940

During the night, the ground staff and a column of trucks left for Aalter. Shortly after sunrise, around 0400 hours, the six Fiats still in flying condition took off. Two of these aircraft (including R.26 of Jean Maes ) were unlikely to be operational; their propeller blades were pierced by bullets. These two Fiats were sent to the Etablissements d'Aéronautique at Zwevezele to receive new propellers.

The stay of II/2 at Aalter was very brief. At 1430 hours, orders were received to move to Norrent-Fontes in France . Lamarche gathered his men for a final briefing on Belgian soil. The ground column (accompanied by the pilots who were without planes) left for France via Tielt, Ypres, Steenvoorde, and Hazebrouck. Fourteen pilots traveled by air; six in Fiats (Che. Devroy , S/Lts. Offenbergh and Moureau, 1st Sgt. Jottard , Sgts. Maes, and Col. Hansel) and eight in Fireflies (Lt. Hubert, Adj. Leroy of Vivier, 1st Sgt. Michotte, and Sgts. Van Molkot, Corporals Bladt, Delperdange, Hubert, and Geysens).

At 1830 hours, the Fiats took off first to provide protection for the slower Fireflies. Above Houplines, the formation crossed the French border and around 1930 hours, all aircraft landed at Norrent-Fontes.

### 17 May 1940

The airmen benefited from a day off. At night, they learned that their new destination was Montpellier, a thousand kilometers to the south. They would make a stop at Chartres where the unit would be divided: the Fireflies going to Caen and the Fiats continuing on to Montpellier.

### 18 May 1940

At 1030 hours, the Fiats took off for Norrent-Fontes. On arrival, Callataij contacted the local command who knew nothing of their arrival and, after refueling, directed the pilots and their aircraft to Tours. In Tours, it was discovered that Chartres was their correct destination!

Well fed with a solid meal in the mess at Tours, the "Cocottes" left for Chartres where they were well received. The non-flying elements made the trip by auto and train - with a night stop at Gournai-en-Bray.

### 19 May 1940

Around noon, the ground column reached Chartres. At the request of Colonel Bladinières (the base commander), a dozen pilots and six Fiats remained on site to ensure the defense of the airfield. The rest of the group continued on to Montpellier on

the orders of Colonel Woelmont.

In the afternoon, 1<sup>st</sup> Sgts. Robert Dizelle and Sgt. Jean Maes perform their first patrol around Chartres. Shortly after, the airfield was bombed. According to Maes, *"The day after we arrived in Chartres, Dizelle and I were sent aloft to protect the airfield. Shortly after landing, having cut our engines, we set out for the pilot's quarters. Then we heard a shrill whistle, and looking upward we saw three Dornier 17s dropping bombs on us. Dizelle wanted to go back to our aircraft, but I had the instinct to head in the opposite direction and throw ourselves behind a small wall, which saved us because one of the bombs fell directly on my Fiat. That was the end of my R.26."*

**20 May 1940:** At 0800 hours, Lamarche's group headed south. At 1100 hours, they reached Châteauneuf-Vendôme. Lamarche then ordered the group on to Meslay. Meanwhile, 8 Fireflies took off for Tours and Clermont-Ferrand. Offenbergh, Jottard, and Maes were left to protect Chartres. They conducted a patrol, but did not encounter any enemy aircraft.

### 21 May 1940

In the course of the day, the three aforementioned pilots flew missions over Chartres. The last took place at 2100 hours, and when the Fiats landed darkness had already fallen. However, the three Belgians were experienced enough to land without mishap.

### 22 May 1940

While most of the staff of II/2 left Tours by train for Montpellier, the Fiats flew two patrols over Chartres without incident.

### From 23 to 27 May 1940

On the 23rd, 24th, and 25th, the Belgian Fiats performed patrols over Chartres. On the 26th, three missions were conducted without contacting the enemy. On the 27th, the CR-42s remained on the ground and the pilots enjoy a well deserved rest.

### 28 May 1940

In Chartres, the news of the capitulation of the Belgian army exploded like a bombshell! All the pilots decided to continue the fight and some (including Jean Offenbergh) tore the insignia of King Leopold III from their uniforms. On this date, Goffin; Offenbergh and Maes took off twice to intercept

German aircraft. They spent two hours on patrol around Chartres, but not see any intruder.

### **From 29 to 31 May 1940**

The following days were very quiet. Twelve pilots took turns standing ready, but as the Luftwaffe decided to leave Chartres in peace, they did not have to take off. The other pilots killed time visiting the cathedral and fraternizing with their French counterparts.

### **1 and 2 June 1940**

During the day, Major Lamarche and Lieutenant-General Legros came to Chartres. They told the Belgian airmen that they would soon receive modern Brewster B-339. To prepare the pilots for these more powerful machines, they would have to take a quick conversion course on the Koolhoven FK-58, a Dutch-built aircraft serving with the French Air Force.

The speed of this conversion was confirmed by of Jean Maes: *"After 22 minutes of tuition in this aircraft that presented no problems, I flew solo for 25 minutes. Jottard had bad luck. On preparing to land, the undercarriage would not come down and he had to lie on his stomach to release the undercarriage. After assuring that the wheels were down, he landed safely."*

### **3 June 1940**

At 1130, an interception mission over Chartres was ordered. Lt Goffin, S/Lt Dumonceau, 1st Sgt. Jottard, and Cal. Hansel took off immediately after a dozen Dornier were reported flying towards Chartres at 4500 m altitude.

Goffin, Dumonceau, and Jottard attacked in turn. Dumonceau lead the formation, but he had to break off shortly after the battle begun because his guns (as usual) jammed. Jottard pursued a twin-engine Dornier 20 km and expended 700 rounds, but was unable to deliver a decisive blow.

Goffin focused on the left most Dornier. He silenced the rear gunner. Two French Morane 406s came to Goffin support, but both failed to finish off the bomber.

The arrival of the Fiat has not prevented the Dornier from dropping their bombs. Damage was limited. However, two Fiats are damaged by shrapnel and taken out of service.

Later, Offenber, Jottard, and Maes received orders to transfer three Mureaux monoplanes from Boynes to Tours. After an uneventful flight, the three

reached their destination. The next morning, they flew back to Chartres in a Caudron.

### **From 5 to 7 June 1940\**

Three quiet days followed. The pilots who were not on duty swam in the Eure river or conversed with their French colleagues. Arriving in Chartres at this time were four Belgian Corporals: Robert Bladt, René Hubert, Jean Delperdange, and Jean-Louis Geyssens. They had very little experience on Fiats, but they would acquire some very soon.

### **8 June 1940**

The air defense of Chartres was enriched by the arrival of three new Fiats: R.31, R.32, and R.33. They had arrived in crates at Mérignac and had been assembled by Advanced Park Aé. Mi and flown in by Capt. Rucquoi and Adjs. Dubois and Claert. The night passed without incident.

### **9 and 10 June 1940**

On the 9<sup>th</sup>, at 0630 hours, four Fiats took off for an uneventful hour-long mission. Soon after, a new mission at an altitude of 6000 m also went without incident. That night, Italy entered the war.

### **11 June 1940**

The Germans ground forces were fast approaching Chartres. The airfield had to be evacuated. The Belgian Fiats were ordered to withdraw to Bordeaux. In the morning, the last flight from Chartres was made by Offenber, Jottard, and Maes.

In the afternoon, the five Fiats still operational were flown off by the S/Lt Jean Offenber and Corporals Robert Bladt, René Hubert, Jean Delperdange, and Jean-Louis Geyssens to the airfield at Mérignac near Bordeaux. S/Lt. Yves Dumonceau and 1st Sgt. John Maes each brought a French Mureaux to Cognac. They would rejoin their comrades in Bordeaux the following days.

### **From 12 to 16 June 1940**

The airfield at Mérignac was covered with aircraft. From time to time, a test flight was conducted on airplanes of French construction, but all were not successful. S/Lt. Moreau landed a Breguet 694, already decorated with Belgian roundels, on its belly. On June 15, the same pilot while on patrol intercepted a German reconnaissance aircraft at 7400 m. After a burst of gun fire, the rear gunner stops shooting. Moreau still got off a few shots, but fell

behind and had to give up the pursuit.

### 17 June 1940

Following the French defeat, the surviving Fiats were grounded. The 12 Belgian pilots remaining at Chartres "discussed the situation". S/Lt Offenberg and 1st Sgt. Jottard declared they intended to reach England.

### 19 June 1940

In the morning, several pilots flew the Bloch 151. After lunch, five Fiats left Bordeaux for Montpellier. Operations being substantially completed, these "modern" airplanes could be delegated to less experienced pilots (1st Sgts. De Valck and Maes, Corporals Robert Bladt, René Hubert, and Jean-Louis Geyssens).

On this occasion, some of the pilots "made fools of themselves" as one of them confessed: *"This was the first time we could fly a powerful machine which we had exchanged for our old Fiats. We did somewhat 'exaggerated' flying and performed stunts. We even indulged in some 'excesses'. We buzzed the columns of refugees crowding the roads and it was fun to see them jump into the ditches on the side of the road. Obviously, now we understand the fear they felt, but at the time we were too young and could not conceive of it."*

One may wonder if these "attacks" after the French defeat are the source of reports of "Italian aircraft attacks in southern France". The shape of the Fiat would have eclipsed any glimpse of their Belgian roundels.

### 20 June 1940

In the morning, five Fiats were *en route* to the airfield at Maugio near Montpellier. Again, acrobatics were performed. The young pilots guessed it was their last flight and no limitations were imposed. Let them do as they please.

After landing, the oil was drained from the engines. Why should good aircraft be awarded to the

victors?

The five youngsters joined their unit at Candillargues. Some swam in Carnon beach. Taking advantage of their absence, Offenberg and Jottard boarded a Caudron Simoun and departed for Africa, from where they then made their way to England.

### 21 June 1940

When the departure of the two airmen was discovered, Major Lamarche (a fighter pilot in 14/18) came to visit the men at Candillargues and gave them a lecture. Offenberg and Jottard were deserters and they would be subsequently convicted of this fact by the Council of War.

This "rigor" would deter other candidates. As written by Werner de Mérode: *"Some pilots, including myself, were eager to leave for North Africa and then for England. Unfortunately, our instructions were clear. We were not allowed to leave our regiment whose repatriation to Belgium was expected in the coming weeks. Some of us, however, went, but I hesitated to follow their example."*

In the years that followed, de Mérode succeeded in joining the RAF, as did other Fiat pilots such as Bladt, Delperdange, and Callataij. (In June 1941, the "deserter" Jean Offenberg would be the first Belgian to be awarded the British DFC. He would disappear in a crash on 22 January 1942, after obtaining six victories and five probables with the RAF.)

### La fin

The "Cocottes" were not happy while not flying. They killed time by swimming, playing a game of bowls, and playing volleyball. On August 27, the five surviving Fiats (R.24, R.29, R.31, R.32, and R.33) were delivered to the French Armistice Commission at Fréjorques. Previously, the mechanics drained the motor oil and ran the motors at full speed.

On 28 November, 1940, these five Fiats were sent to Germany via Châlons-sur-Saône. Their subsequent fate is still a mystery.

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9. Marcel Michotte, Albert Oger et Jean Parisse.

**Photos are on pages 110 & 143. These photos are from the Doug Dildy collection**

# The LVA 1918

## Part 2

### Aircraft Interned in Holland

Frits Gerdessen

Up to the end of 1917, 49 aircraft had been interned. In 1918, 58 more landplanes were interned. In early 1918, it was mostly German aircraft, but from 17 June when #61 (DH.4 A7935) was interned, a lot of British aircraft came in. Among these were 16 DH.9 (including 3 on 16 August and 4 on 15 September).

Most aircraft arrived when there was great activity on the Western Front, and generally they were unable to return to base because of Flak damage and in some cases aerial combat. Main contributors were RAF Sqns. Nos. 211 and 218. In between, some German aircraft arrived.

The night 17/18 September the RAF lost eight HP O/400, of which one came down at Oosterhout and was burned by its crew (#79, C9727). The last British aircraft, a Sopwith Camel, arrived on 7 October (E1537, #84). Except for one US DH.4 (A-3261, #89), the remainder (up to #107) were German, 14 of which arrived after the Armistice (11 November). After that day, the Fliegertruppe returned to its home bases and several aircraft from Belgium made a forced landing in Dutch territory. As the war was over, the crews could travel on, but their aircraft were confiscated.

Lt. Plesman was sent to South Limburg on 13 November to intern a Friedrichshafen G.III, but once he arrived there 7 more aircraft had landed - a Halberstadt CL.IV and 6 fighters of Jagdstaffel 63w, 5 Fokker D.VII, and one Albatros D.V. The latter were stored at Schiphol and all were transported by train.

Also this year there were casualties. On 25 July over Brugge a Flak grenade exploded aside D2781 of No. 211 Sq., badly wounding sgt.observer H.M. Partridge. His pilot, sgt. R.S. Gude at once steered to Holland and landed 10 minutes later at Groede (#65). Almost at once two doctors were at hand and sgt. Partridge, who had lost his right arm and nearly his right leg was sped to hospital (via the ferry Breskens-Vlissingen). As he lost much blood, he was brought to

a Vlissingen hospital, not to Middelburg as intended, where he died.

On 7 November a Friedrichshafen G.IV bomber hit trees near Hulst and somersaulted (#92). Private Helmcke was thrown out and survived, but pilot sgt. Sorgers and observer Lt. Wendt were killed. During the salvaging, the wreck burned.

On 14 November, a Rumpler C.VII (#105) ran into a crowd at Kampen, killing a couple and a girl. The local garrison prevented the crew being lynched. The German government later paid compensation.

A Dutch casualty was soldaat Willem Groot on 17 September at Vlissingen. There DH.9 D3107 (#75) had ended up in a canal. When the plane was drawn out it overturned and hit him.

Two DH.9 came down in the Wielingen (Schelde estuary). On 16 August, it was C6348 (#69, No. 211 Sq.). A lifeboat with 8 men rowed out and rescued captain R.M. Wynne-Eaton (Flight Commander) and his observer Lt. T.B. Dodwell, who had lost an arm. The Dutch crew in 1919 received the British *Silver Medal for Gallantry in Saving Life at Sea*.

On 15 September, C2185 (#78, No. 218 Sq.) came down. Lts. W.H. Mars and H.M. Power were rescued by a torpedo boat.

The LVA detachment at Vlissingen, commanded by Lt. J.N. Wallast, was very busy with the internings in the area and were usually the first at the spot. Several times, extra personnel was sent from Soesterberg, when several aircraft arrived about the same time. For example, on 1 July, when two DH.9's and one HP O/400 arrived. The first DH.9 (B7620, No. 211 Sq., 27 June, #62) was flown by captain J.A. Gray, who would retire as Air Vice Marshal in 1954. The HP (C9648, #64) was the largest plane interned intact. How it reached Soesterberg is not recorded (most likely by barge to Utrecht and then by road).

Lt. Wallast also had some assistance from the MLD station at Veere, that became operational on 1 September.

In 1918, only three interned aircraft were bought: Bristol Fighter B1124/BR401, interned on 29 September 1917, SPAD S.VII 20/SPA210, interned on 18 November 1917, and SE.5A B4885/SE214, interned on 6 January 1918.

In 1920, DH.9 deH433 (B7620) was bought as conversion trainer for NEI pilots.

With the war ended, the interned crew members were set free and departed as soon as transport was available. At the same time, POW exchange started via Holland. British POWs were in better shape than their German guards, thanks to their Red Cross parcels. This required a different housing and quarantine. Several released POWs could not return to their homeland due to the troubles in Central and Eastern Europe. It lasted until 1922 before all foreigners had departed and the last camp closed.

Sadly, maj.gen. M. Onnen, head of the Bureau Internering, collapsed in Den Haag while walking to his office on 27 December 1918 and died in hospital, aged 65.

After the armistice, the German troops were required to retire from France and Belgium within two weeks. They had to return to their pre-war garrisons for demobilization. For northern Belgium, this gave problems as the roads south of Limburg did not allow for the expected huge mass of men and transport. Germany asked and got permission to evacuate these troops through the narrowest part of Limburg, where there was a bridge over the Maas river. They had to leave their arms and equipment in Holland. Dutch troops were sent to keep order and and collect the huge amount of armament, etc. the Germans left behind.

German naval units from Antwerpen returned via the Dutch rivers and were disarmed by Dutch custom officials who confiscated their liquor.

German transport also went by train via Weert and Roermond in Holland. On 18 November, a huge disaster occurred at Hamont, Germany, just south of the border near Budel, when an ammunition train exploded in a large crammed marshalling yard. The damage was gigantic (also the Dutch border area had its share) and the number of casualties is mentioned as over 1000, including a large number in a German hospital train. Dutch troops and doctors went for assistance and casualties were hospitalized in Holland. The cause of the explosion was never established, but the situation in Hamont at the time was chaotic. German trains were being looted and children were playing with live ammunition.

### Casualties

At Vlissingen in 1918, a special section at the Vredhof cemetery was reserved for Entente casualties. Several British casualties were buried here. These graves (43, incl. 6 airmen) were later moved to the Noorderbegraafplaats (North Cemetery), where allied WW2 casualties were buried. Other casualties were buried locally. All graves are cared for by the *Commonwealth War Graves Commission*.

German casualties, including those who died of illness, were also buried locally. Around 1925, the German government provided standard model gravestones. After WW2, 85 German graves were transferred to a special section of the large German WW2 cemetery at Ysselsteijn, which is cared for by the *Volksbund Deutsche Kriegsgräberfürsorge*.

(To be continued)

Frits Gerdessen (#12) Netherlands.

### Notes

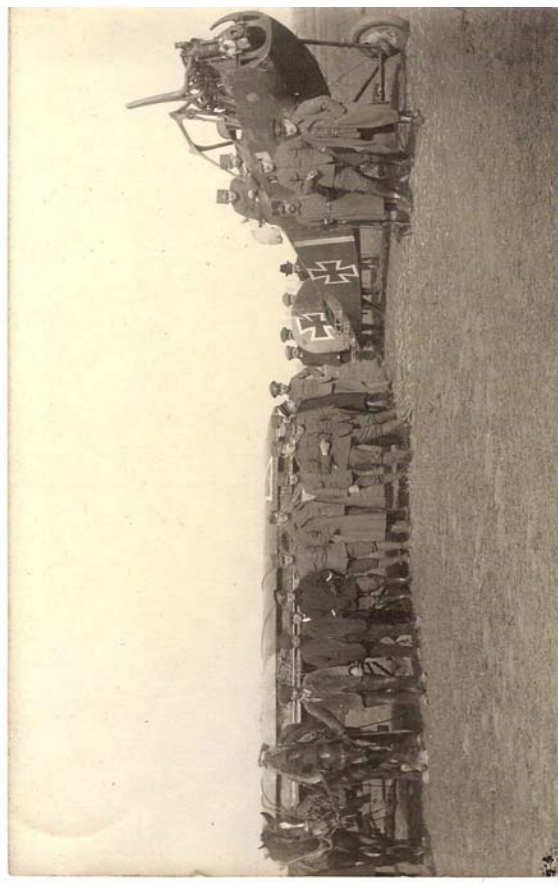
12. This accident prompted the founding of a soil mechanics unit at the Technical University.
13. Capt. Engelbert van Bevervoorde was buried on the 12<sup>th</sup>. His widow, Alice Amina Engelbert van Bevervoorde-Dugan), departed on 5 October for the

USA. Dugan was born in Pueblo on 9 November 1894, where her father was a lawyer. Apparently she took her photo albums, etc. with her. These albums came in the hands of Douglas historian Harry S. Gann and were passed on to Holland. Once back home

she asked and received f 10.000 compensation from the NEI government. Nothing is known about her further life. For capt. Johan Engelbert van Bevervoorde a monument was raised in Bandung in 1924, which post-WW2 was moved to Holland.

**All photos via the author**





1813 Albatros C.VII 1362/16 (later AL435) landed at Hulst on 13 March. The dismantled plane was transported off with help of a local farmer.



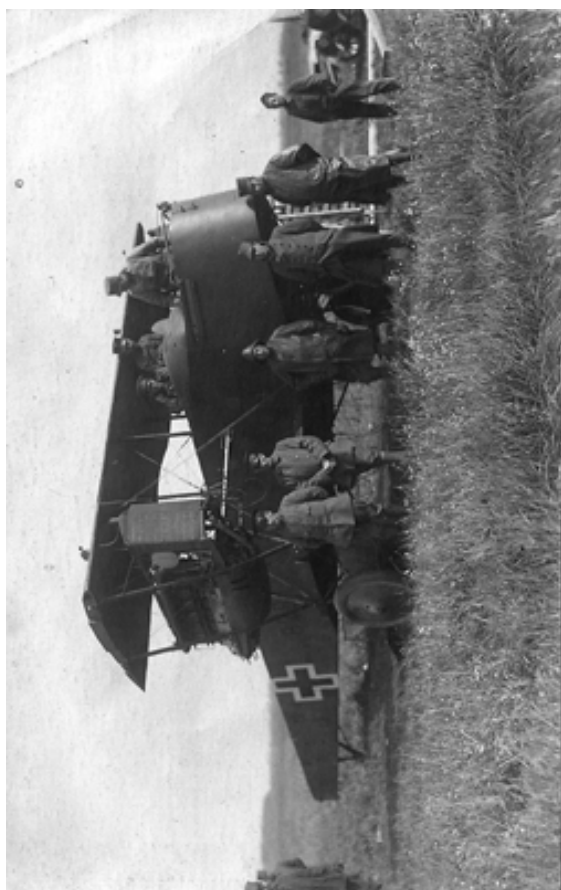
1815 SE.5A B4885 (RFC No. 60 Sq.) arrived undamaged at Brielle on 6 January 1918 and received serial SE214.



1818 AEG C.IV 277/17, Wnr. 1547, LVA AEG403, was one of 300 built under license by the Fokker Flugzeugwerke G.m.b.H. Though interned in bad shape on 18 December 1917, it was repaired but crashed and w/o on 27 September 1918.



1819 Hannover CL.II 13180/17 (15 April, HAN416, left) and DFW C.V 7928/17 (11 April, #D436) waiting for the ferry over the Wester Schelde at Walsoorden. 10th from left sgt. Boevink.



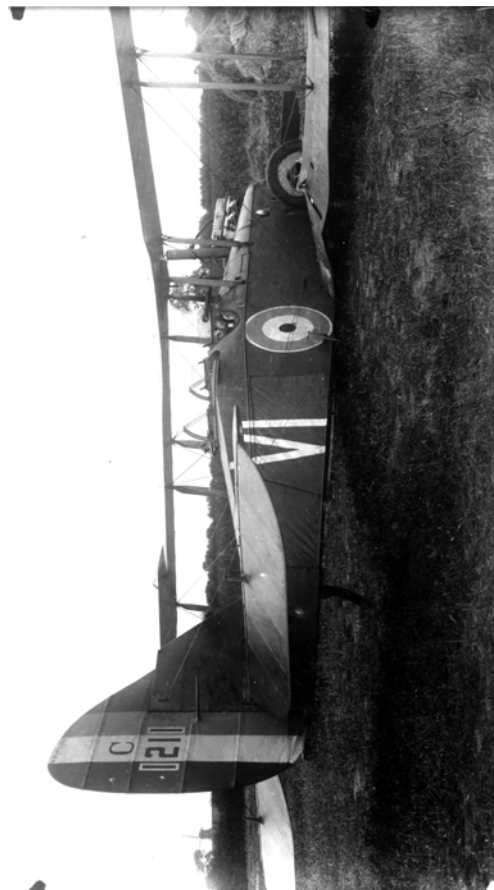
1820 Friedrichshafen G.III 828/17 landed at Oosterhout on 23 May 1918. On the left sgt. Boevink who had to dismantle a 300 kg bomb.



1821 Pfalz D.IIIa 1306/18 landed intact on 12 June on the property of Camille and Maria Cammaert, leaning against the wing and sitting in the cockpit. The Bestellnummer is stencilled low on the wing struts. The LVA serial was PF225.



1822 Airco DH.9 B7620 "A" of RAF No. 211 Sq. landed at Breskens on 27 June 1918 and became deH433. The paint scheme was retained by the LVA. The pilot, capt. J.A. Gray, retired from the RAF in 1954 as Air Vice Marshal

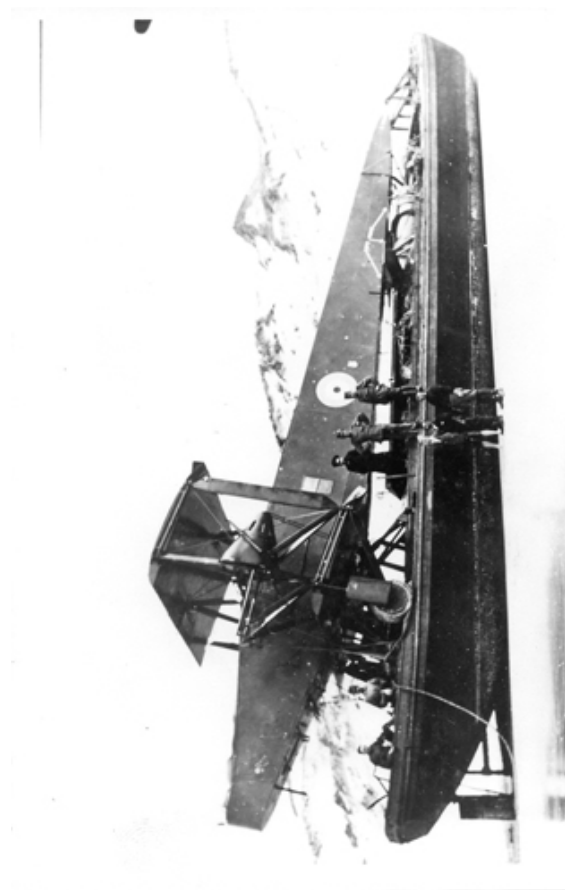


1823 The second DH.9 to arrive was C1211 from RAF No. 218 Sq. at Breskens on 29 June. Became deH434 in LVA service.





1824 The crew of C1211 with Dutch officers, Lt. W.F. Purvis (left) and gunner L.H. Locke, who was promoted sgt. in Holland (photo provided by W.F. Purvis in 1966).



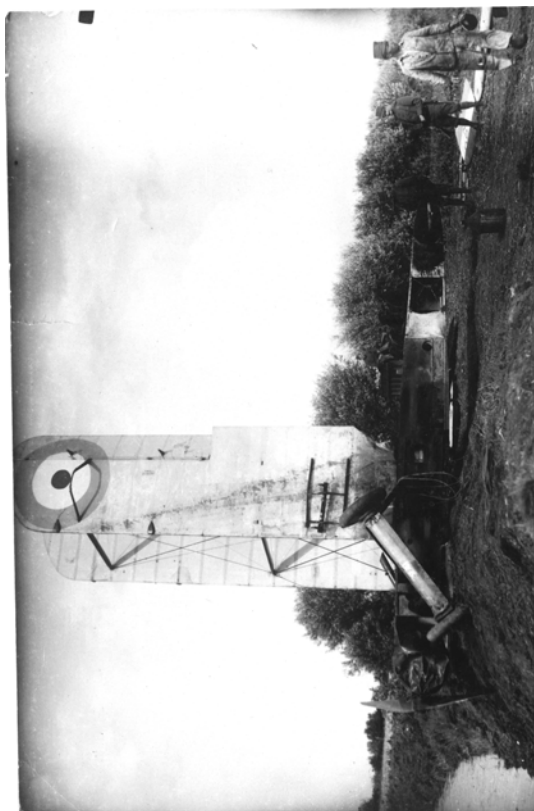
1825 HP O/400 C9648 of RAF No. 214 Sq. landed on the North Sea beach at Valkenisse on 1 July 1918. The plane was loaded on a barge.



1826 On 25 July 1918 over Zeebrugge, a Flak grenade exploded on the right side of DH.9 D2781 "M" of RAF No. 211 Sq. Pilot sgt. Rex Stephen Gude steered at once for Holland with bombs still aboard. Sgt,observer Henry Mears Partridge was fatally wounded and died in hospital. A fuselage longeron was blasted away and the plane was not repaired.



1828 Lts. L.K. Davidson (left) and W.L. Bing from RAF No. 211 Sq. burned their DH.9 B7624 after landing at Schoondijke on 8 August 1918.



1829 DH.9 D3107 "P" of RAF No. 108 Sq. ended up in a canal at Vlissingen on 15 September 1918. When the plane was pulled out of the canal, it overturned and killed sld. Willem de Groot (20) who was standing guard. The plane was a write-off.



1830 DH.9 D3271 of RAF No. 218 Sq. ended up on its nose just in the sea in front of the boulevard at Vlissingen on 26 September 1918. Here the plane is already on the beach.



1831 The crew of D3271, at the left is capt. J.F. Chisholm DSO, DFC and at the right sgt. H.J. Williams. Chisholm was highly regarded in 218 Sq. He later became a high-ranking lawyer (Queen's Counsel) in Montreal.



1832 Sopwith Camel E1537 of RAF No. 65 Sq., at Groede on 7 October 1918, was the last British aircraft to be interned. It somersaulted, but pilot lt. B. Lockety was unhurt. The plane was considered repairable.



1833 Fokker D.VII (Alb) 5584/18, flown by Uffz. Alfred Baum, landed undamaged at IJzendijke on 15 October 1918. This first Dutch D.VII was test-flown by Lt. Versteegh on 9 November 1918.



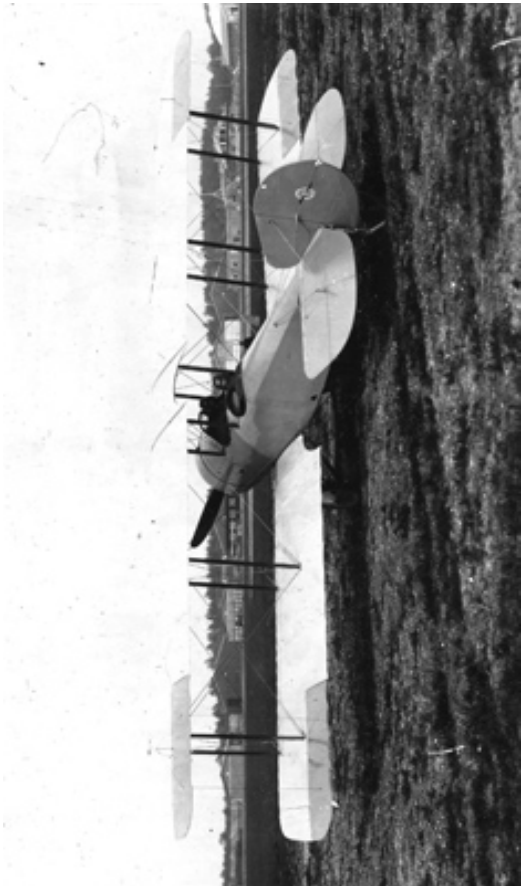
1834 The only US aircraft to be interned arrived on 27 October 1918 at Schoondijke, flown by Lts. J.F. Gibbs and F. Nelms: DH.4 32274 belonged to the US Naval Northern Bombing Group, No. 10 Sq. The plane was returned in 1919.



1835 On 7 November 1918 a Friedrichshafen G.IV hit trees at Hulst and crashed. Observer Lt. Wendt and pilot sgt. Sorgers were killed immediately, private Helmcke was thrown out and survived wounded. The plane burned after Wendt's body had been recovered.



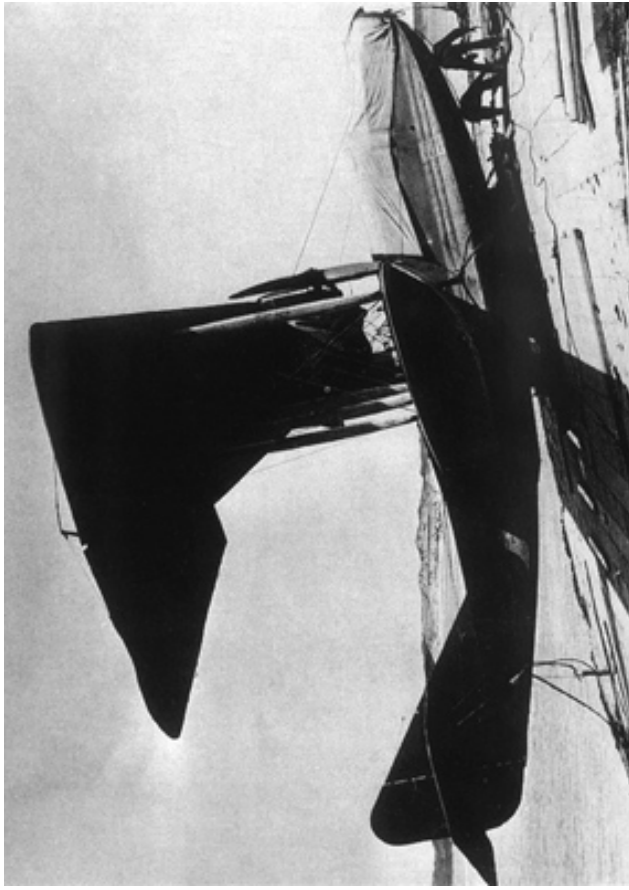
1837 This Albatros D.V, interned at Stein on 13 November 1918, was stored at Schiphol.



1838 The Trompenburg V.2 prototype during tests at Soesterberg in April 1918. On the rudder the Trompenburg emblem, a propeller with the text: SPYKER - nulla tenaci invia est via.



1842 Friedrichshafen FF 49C V4, ex-1682, at De Mok. The plane was interned off Vlissingen with 1705 (MLD V5) on 3 May 1918 by the guardship Hr.Ms. Donau. The crews were released.



1843 Curtiss H-12 L1 (ex-8689), interned on 4 June 1918, on the slipway at De Mok. The boat was testflown but not bought.



1841 The first MLD commander, LTZ2 D. Vreede.

# Aviacion Naval Ecuatoriana Aravà 201

Cap. Jorge Delgado P.



The Ecuadorian Navy contracted with the IAI (Israel Aircraft Industries) company for the acquisition of two Aravà 201 aircraft at a cost of approximately 1,200,000 USD per unit. Two navy pilots, TNNV-UN Patricio Larrea and TNFG-UN Jaime Almeida, were sent to Israel for a training course of the use of these aircrafts. When they finish this course, they proceed to prepare the aircraft for crossing of the Atlantic Ocean and delivery to Ecuador by installing auxiliary fuel tanks inside the fuselage.

The first Arava 201 (c/n 0020, formerly 4X-IAS) arrived in Ecuador on August 10, 1975. Initially, it was assigned ANE-402, but would later be changed to ANE-202.

The second aircraft (c/n 0044, formerly 4X-IBR) was delivered on May 27, 1977 and was given serial ANE-232. At the request of the Ecuadorian Navy, it was configured with the basic electrical systems allowing for the rapid installment of rockets and machine guns so it could be used as an armed transport in ground support missions.

## The lose of ANE-232

On April 23 1979, Vickers Viscount 785D (HC-AVP) of the company Saeta with 57 passengers on board., went missing during a flight from Quito to Cuenca

A few days later, on the 28<sup>th</sup> while searching for the missing Viscount, ANE-232 was flying at a low altitude when it hit some tall trees and crashed into the jungle near "Sevilla de Oro" located on the border between the provinces of Azuay and Morona Santiago.

Eight people where onboard the plane; two of them died in the crash. One was the pilot, Lieutenant Valencia (who previously had survived an emergency water landing in the Gulf of the Guayaquil in Cessna 337 ANE-204 on 1 October 1975). The other fatality was

Jaime Alexander, brother of the pilot of the missing Viscount. They both died because they weren't wearing seatbelts.

In 1984, the missing Viscount was found in the province of Pastaza, near Río Negro, in the Ecuadorian jungle. Some bodies where found near the crash site – apparently they died while waiting for a rescue that never came.

## The lose of ANE-202

On June 8, 1988, during the annual naval exercises, ANE-202 crash against the side of "San Mateo" mountain located in the coastal province of Manabí - a place well know for having bad weather all year long, especially during the early hours of the morning.

Around 083, ANE-202 departed from the port of Manta on a reconnaissance mission, This mission was never completed because the aircraft crashed 15 km from the town of San Mateo. There where no survivors. The people who died where all navy personnel: TNNV-Un Mauricio Maldonado, TNCB-UN José Cabrera Andrade, TNCB-UN Iván Sotomayor Valenzuela, SGOS-MC José Cantos Piloso, SGOS-MC Víctor Benitez, and CBOP-EL Cesario Alvarado.

Currently Ecuadorian naval aviation operates a CN-235M in place of the Aravà.

## Illustration A

The high visibility scheme in which in which the Ecuadorian Navy Arava 201s were delivered to the Naval Aviation

## Illustration B

The low visibility scheme carried by ANE-202 when it crashed on 8 Junr 1988.

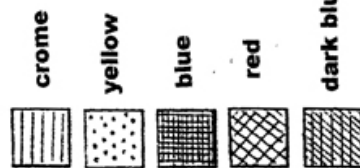
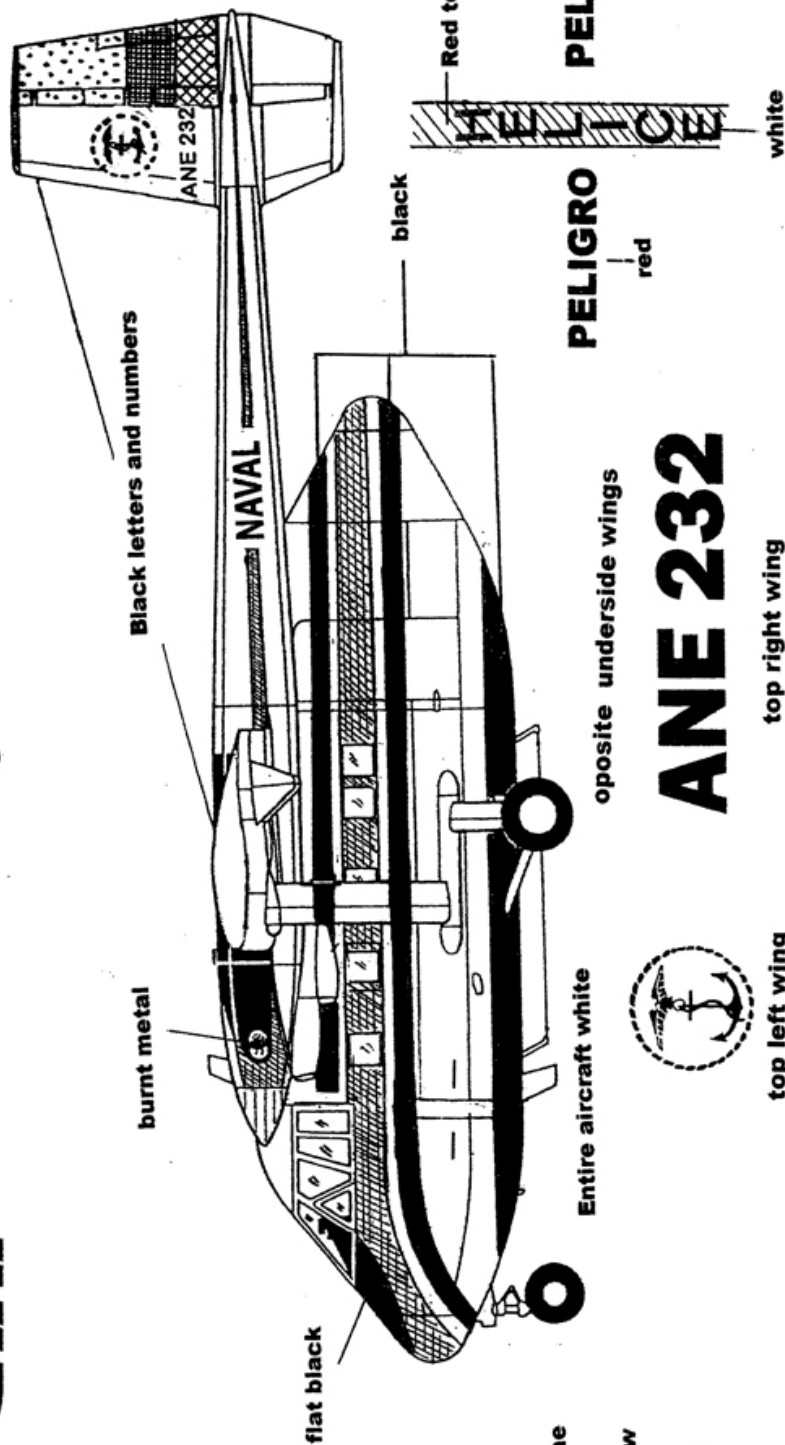
Cap. Jorge Delgado P. (#862) Ecuador.





**IAI 201 ARAVA**

Wings of naval aviation



crome

yellow

blue

red

dark blue



top left wing

**ANE 232**

opposite underside wings

top right wing

**AVIACION NAVAL ECUATORIANA**

CAP. JORGE DELGADO P.

(SAFCH#862)

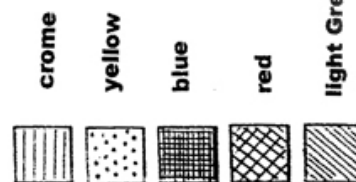
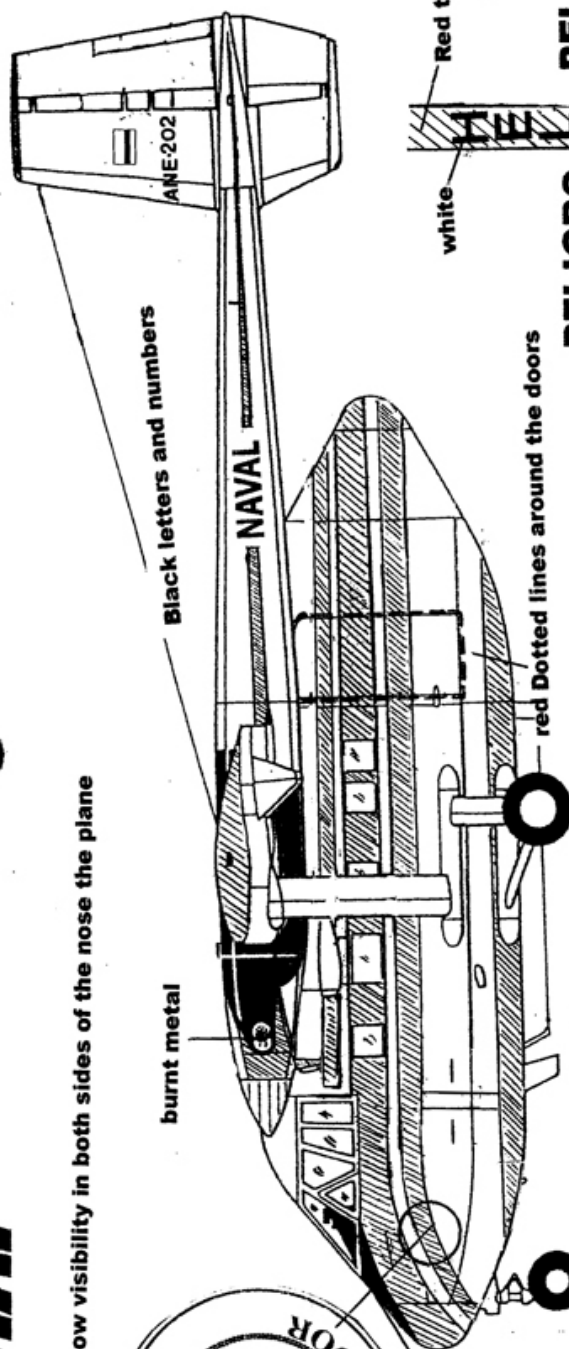
IAI 201 ARAVA

Wings of naval aviation



fin flash in both sides of the ruder

Naval emblem in low visibility in both sides of the nose the plane



chrome

yellow

blue

red

light Grey

Entire aircraft white



top left wing

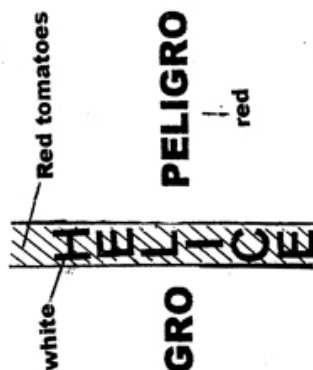
top right wing

opposite under wings

AVIACION NAVAL ECUATORIANA

CAP. JORGE DELGADO P.

(SAFCH#862)



PELIGRO

PELIGRO

red

ANE 202

# French Aircraft in Slovakia

## Part 1

### Caudron C-445 Geoland

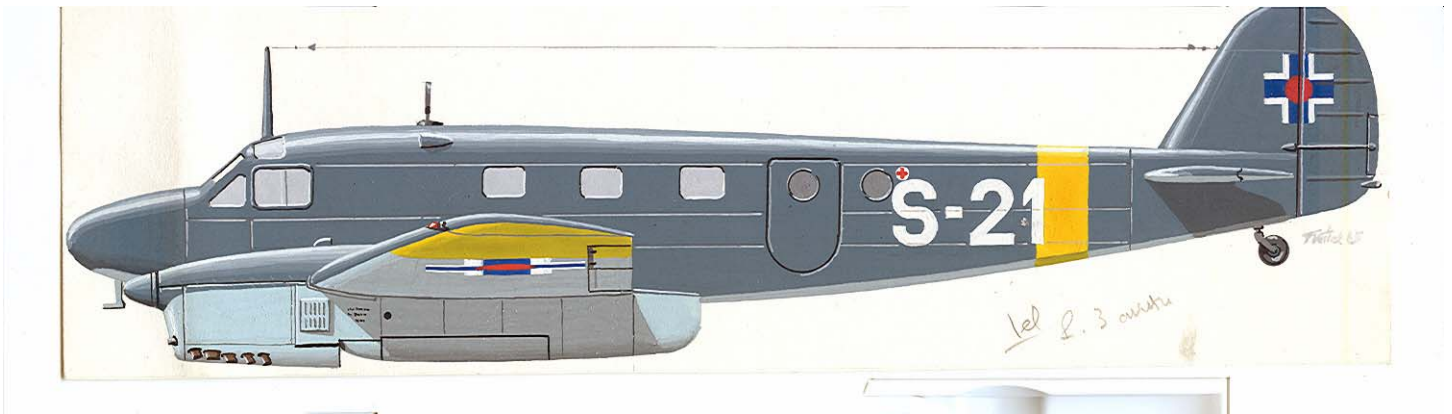
Juraj Rajnivec †

#### Introduction

One of the few bright spots on the European scene between the two world wars was the strength and vigor of the newly created Czechoslovak Republic. However, Czechoslovakia would serve as a sorry example of how democratic nations usually respond to threats of aggression. Soon after the rise to power of Hitler's National Socialist party, Germany began to cast a covetous eye on its smaller neighbors. Fabricating charges of persecution of the German-speaking people in the Sudetenland, Hitler demanded concessions from Czechoslovakia. In September 1938, the leaders of France, Germany, Great Britain, and Italy (but not Czechoslovakia) met in Munich to discuss these demands. In a misguided attempt to appease the German dictator, Neville Chamberlain of Great Britain and Edouard Daladier of France gave large areas of Czechoslovakia (even if it was not their's to give) to Germany. These concessions only served to whet Germany's appetite and Hitler continued his subversive activities. On 15 March 1939, secure in the knowledge that no one would come to the aid of Czechoslovakia, German troops occupied Bohemia and Moravia. They didn't bother

to occupy the western part of the country; instead they found it more convenient to set up the "protectorate" on Slovakia. The beginning of World War II was only six months away.

Even under German "protection", the new state of Slovakia had to arm against its greedy neighbors; both Poland and Hungary had shared in the dismemberment of the Czechoslovak Republic and Hungary was demanding more land from Slovakia. Slovak nationals who were members of the former Czechoslovak armed forces were enrolled in the Slovak army and military equipment situated in Slovak territory became the property of the new Slovak state. The Slovak Air Force was founded with the men and equipment from the former Czechoslovak 3<sup>rd</sup> Air regiment commanded by General Stefanik. The flying equipment consisted mainly of Avia B-534 fighters, Letov S-328 reconnaissance planes, and Aero A-100 bombers. Since all these aircraft were obsolete biplanes, it was natural that the Slovak Air Force would turn to their German "protectors" for modern aircraft. One of these aircraft was the Caudron C-445 Goeland



As late as 1942, the flying equipment of the Slovak Air Force still consisted entirely of the obsolete biplanes inherited from the pre-war Czechoslovak Air Force. Equally serious, considering that the Slovak forces were operating against Russia,

was the lack of transport aircraft. Through the *Lustwaffenmission in der Slowakei*, the Germans offered to sell to Slovakia several Caudron C-445 Goelands that they had seized during the German occupation of France.



On 20 August 1942, Caudron C-445 (c/n 812) was evaluated at Vajnory by a commission of representatives from the Ministry of National Defense and the Air Force. The commission decided that the C-455 was suitable for service with the Slovak Air Force and nine additional aircraft were ordered.

The first three (c/n 804, 821, and 823) were taken on charge by the Slovak Air Force at Trencin on 23 September 1942. On 26 September 1942, a second batch of three (c/n 805, 819, and 822) arrived at the same airfield. A third, and final batch of three (c/n 863, 864, and 865) were received on 2 March 1943.

The first Geoland received (c/n 812) was modified to serve an airborne radio-relay station. The first relay occurred on 29 April 1943 when c/n 812, flying at an altitude of 1,7000 m, relayed a broadcast from a transmitter at ther Slovak capital of Bratislava.

When, on 1 April 1943, Letka (Squadron) 51 was established at Trencin as a transport unit, five C-445 (c/n 804, 823, 863, 864, and 865) were assigned to Letka 51. Two of these aircraft were modified to transport of wounded Slovak soldiers from the Eastern Front, but because of their short range they were never used in this role.

When the Flying School at Trencin was moved to Tri Duby in the summer of 1943. three Geolands (c/n 805, 819, and 821) were transferred there. These aircraft received codes S-21, S-22, and S-23. Two of

these aircraft continued to serve with the School until the Slovak National Uprising in August 1944, and were destroyed by the insurgents when they were forced to retreat from Tri Duby on 16 October 1944. The remaining Slovak C-445 were destroyed in 1945 by the retreating German troops.

### **Camouflage and Markings**

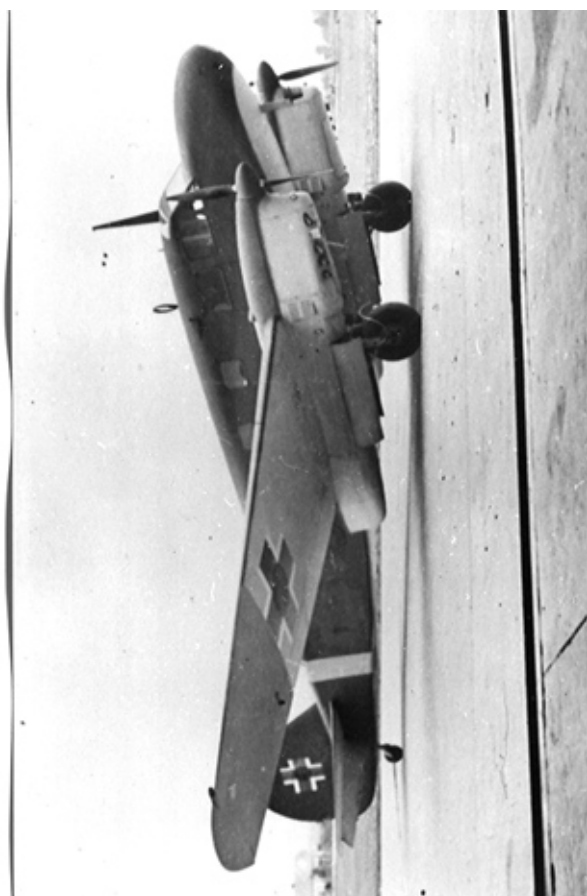
Three different camouflage schemes were carried by the C-445 while they were in Slovak service. Most were delivered in standard Luftwaffe camouflage of dark green and black green upper surfaces with hellblau lower surfaces. Some arrived painted dark blue grey on upper surfaces with hellblau on the lower surfaces. After delivery, some aircraft were repainted in Slovak khaki (the same as the Czechoslovak color) on the upper surfaces with hellblau retained for the lower surfaces.

All aircraft carried the Slovak Air Force insignia – a blue cross with white outline and a red dick in the center. This insignia was positioned on the top and bottom surfaces of the wing and on the rudder. Theater markings consisted of the familiar yellow band (0.5 meters wide) on the fuselage and on the outer third of wings also in yellow.

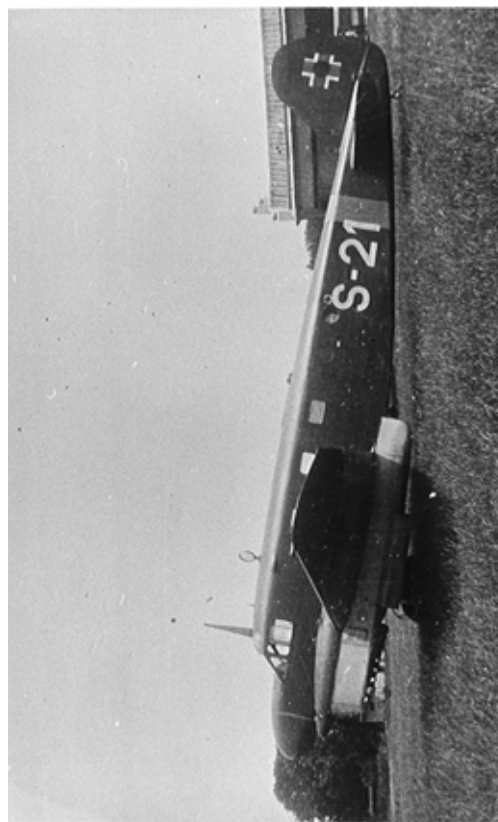
Juraj Rajnivec (deceased), Slovakia.



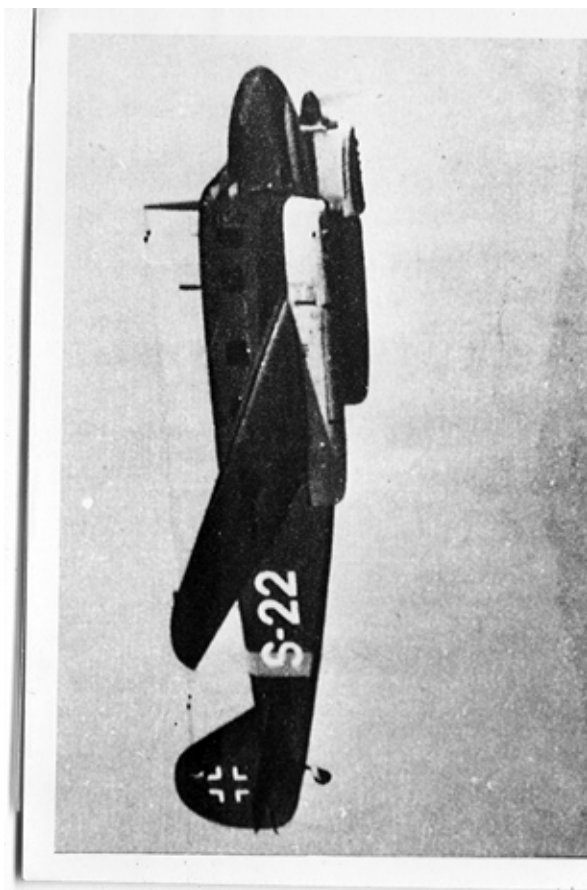
The Slovak Air Force used the Caudron C-445 Geoland from 1942 until 1944.



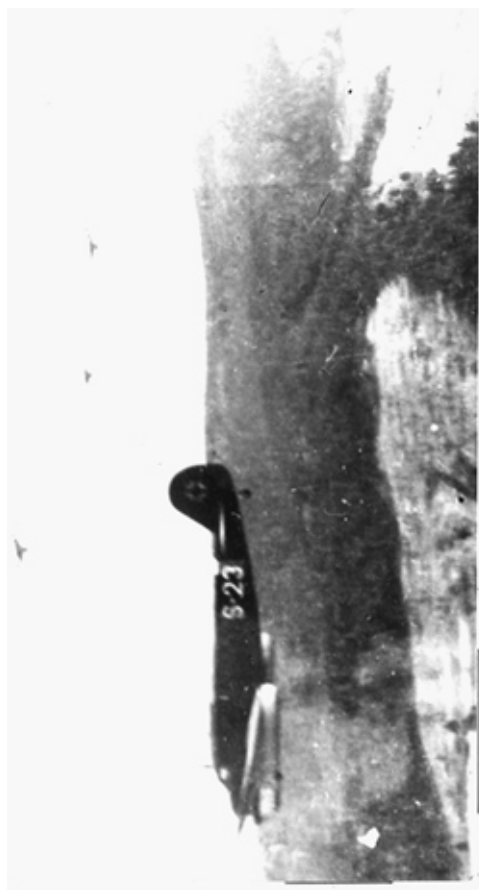
One of the Slovak Training Squadron's Caudron C-445 Geoland at Trencin in the autumn of 1943. Note the absence of the code letter and code number on the fuselage.



Geoland 'S-21' of the Training Squadron at the Flying School – Piestany, summer of 1943.



A Caudron C-445 of Letka 51. The half-meter wide yellow band on the fuselage and the outer 1/3 of the wings in the same color were standard for aircraft in Slovak Air Force service.



Caudron C-445 'S-23' Training Squadron in flight over the hills near Trencin in autumn of 1943.

# El Vultee BT-13 Valiant en Paraguay

Antonio Luis Sapienza

[Editor's note: This article first appeared in September 1996 issue of *Modelo Terspis*; the publication of the *Revista Paraguaya de Historia Aeronautica y Maque Tismo*. It is presented here with the permission of their editor and author. The translation is by Google. The profile drawings are from a SAFO article on Latin American Vultee Valiants. ]

During In 1942/43, the Arma Aerea Paraguaya received ten BT-13A through the "Lend-Lease Program+" delivered under Project No. PG-24. The first five arrived in December 1942, and the other five arrived in wooden boxes by sea in January 1943. In the first years of service, they did not use Paraguayan serials, and were identified by the last two digits of their USAAF serials, which were painted on the fuselage.

By the time of the Revolution of 1947, only seven remained in flight status. A total of four BT-13s served with the Revolutionary Air Force, while three did so in the Loyal Air Force. Two other BT-13s were purchased from Argentina, but were disabled in accidents on the ferry flight to Paraguay. After the armed conflict was over, only seven aircraft remained in flight conditions

In the 1950s, all the Valiants, including the ones who had been w/o in the service, received Paraguayan registrations:

0051 (c/n 7228) USAAF 41-22798  
0053 (c/n 7229) USAAF 41-22799  
0055 (c/n 7230) USAAF 41-2280  
0057 (c/n 7231) USAAF 41-228018  
0059 (c/n 7232) USAAF 41-22802  
0061 (c/n 8128) USAAF 42-1364  
0063 (c/n 8129) USAAF 42-1365  
0065 (c/n 8130) USAAF 42-1366  
0067 (c/n 8131) USAAF 42-1367  
0069 (c/n 8132) USAAF 42-1368

By the 1960s, only five BT-13A were in service with the Aeronautica Militar Paraguaya and were steadily being replaced by the Neiva Paulistinha and Cessna U-17. The last Valiant '0051' was withdrawn from service in 1970. It remained in flight condition for several more years, although it was no longer used for flight instruction.

The Paraguayan Naval Aviation also used this famous trainer. Beginning on April 12, 1960, when the Argentinea Navy donated three Valiants that

belonged to the Argentine Naval Mission in Paraguay, which were registered

NAVAL 110 BT-13A ex-ANA 0152/1-E-110  
NAVAL 125 BT-13A ex-ANA 0167/1-E-125  
NAVAL 129 BT-13A ex-ANA 0168/1-E-129

Naval 125 was lost in an accident on Rio Paraguay in 1965 and the other two were on active duty until 1968, when they were replaced by four Cessna U206.

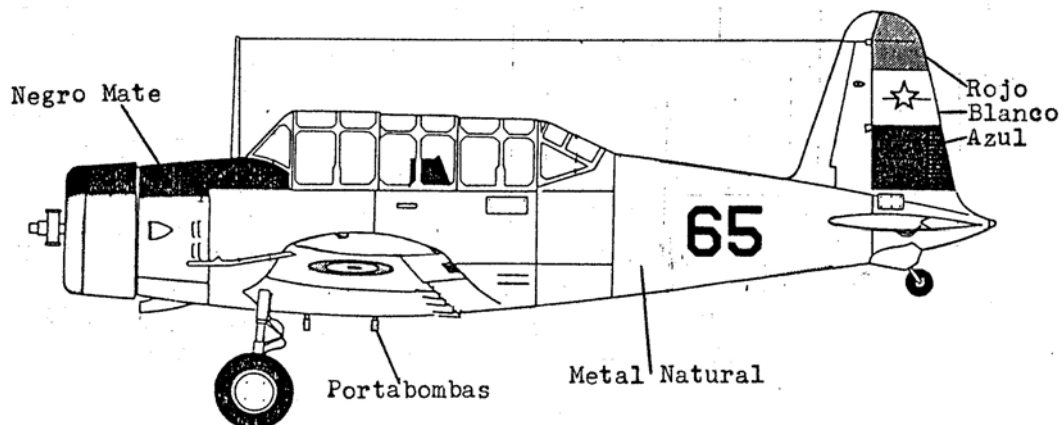
## Colors an Markings

(1) The Paraguayan BT-13 initially maintained natural metal overall with a matt black anti-glare panel in matte black. The Paraguayan tricolor was painted on the rudder with a yellow star in the white band. They carried the Paraguayan roundel in the four wing positions. The serial number was painted in large black numerals on the rear of the fuselage.

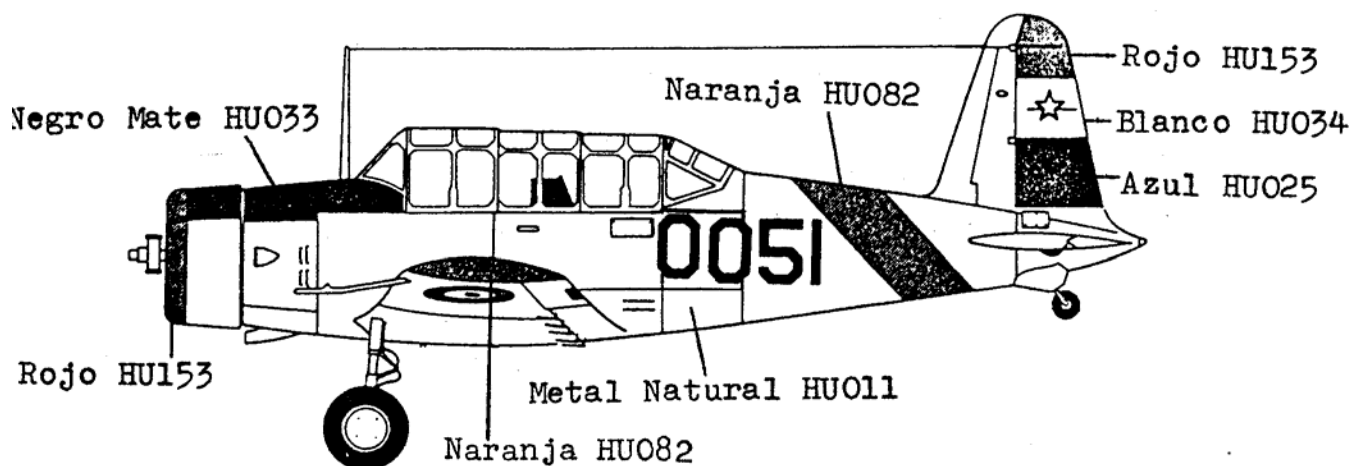
(2) The BT-13 retained the natural metal scheme into the 50s and 60s, but with some detail changes: The cowling front was panted red; the tips of the wings orange, and an orange diagonal stripe was added on the fuselage. Four-digit serials were plotted in the fuselage. The four- digit serial was painted on the fuselage and in two wing positions (top left and bottom right) opposite the roundel.

(3) The naval Valiants retained the Argentine scheme. They were painted light gray on the upper and lower surfaces. The cowling was in orange, as were the wing tips and the horizontal stabilizers. The Paraguayan tricolor was painted on the rudder, but without the yellow star and with the red stripe extended onto the vertical stabilizer. They wore the anti-glare panel in matte black and had black anchors in the four wing positions. The serials were in large black letters and numbers on the fuselage.

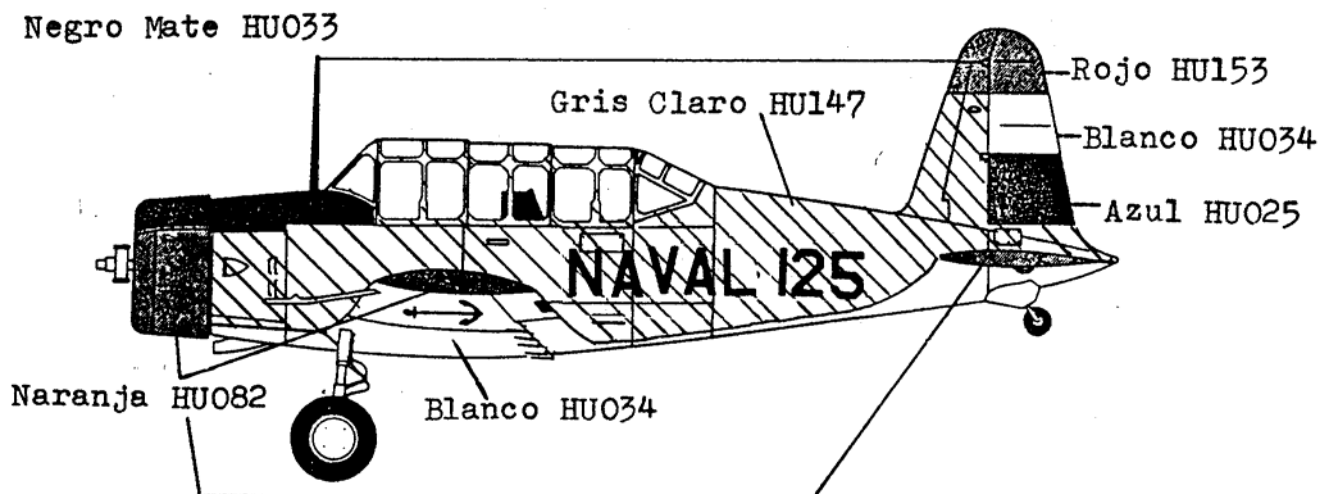
Antonio Luis Sapienza (#1160), Paraguay.



1. Vultee BT-13A s/n 65 (USAAF 42-1365) in 1947



2. Vultee BT-13A s/n 0051, Arma Aérea Paraguaya, 1959



3. Vultee BT-13A s/n NAVAL 125, Aviación Naval Paraguaya, 1960



## Exotic Birds 12

Greg Kozak



**Congo H-21:** This is a very rare color image of one of the H-21s used by the Force Aérienne Congolaise 1964-1965. See the fantastic article about them in SAFO 130, October 2009, contributed by Leif Helström! From <http://www.drareg.nl>.



**Gabon MFI-9B Bolkow Junior:** Yes, Gabon used the MFI-9B Bolkow Junior, the same aircraft used to such great effect by the secessionists during the Biafran War. This one served in the Garde Présidentielle, alongside T-6s and Skyraiders. From <https://www.aviationsmilitaires.net>.

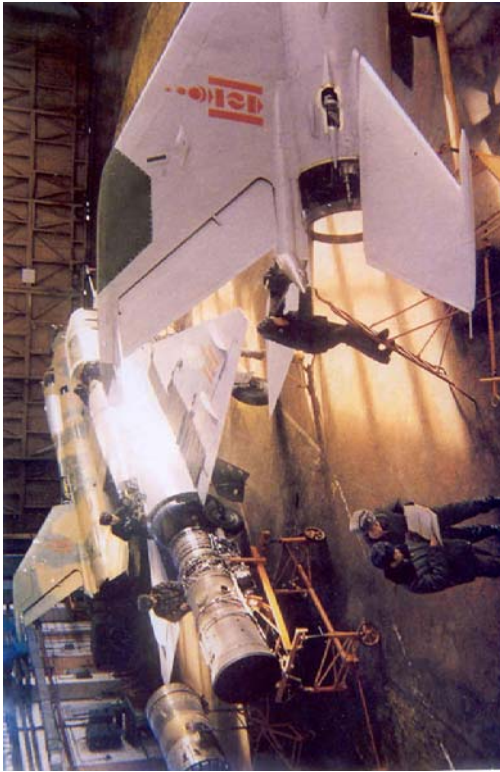


**Hellenic (Greek) Army Piper Super Cub:** Note the extremely unusual roundels on this Hellenic Army Piper Super Cub, preserved at Stefanavikio . I have seen a variant of this rare insignia on Hellenic Army armored vehicles, the white cross set in a blue square instead of a disk. From <https://commons.wikimedia.org> , courtesy Jerry Gunner .



**Guinea Bissau Alouette II:** This Guinea Bissau Alouette II would be an exotic bird without the strange markings. Even more exceptional, its red disks have been overpainted with the same gray of its camouflage, leaving just red borders surrounding the black stars. From unknown internet source.





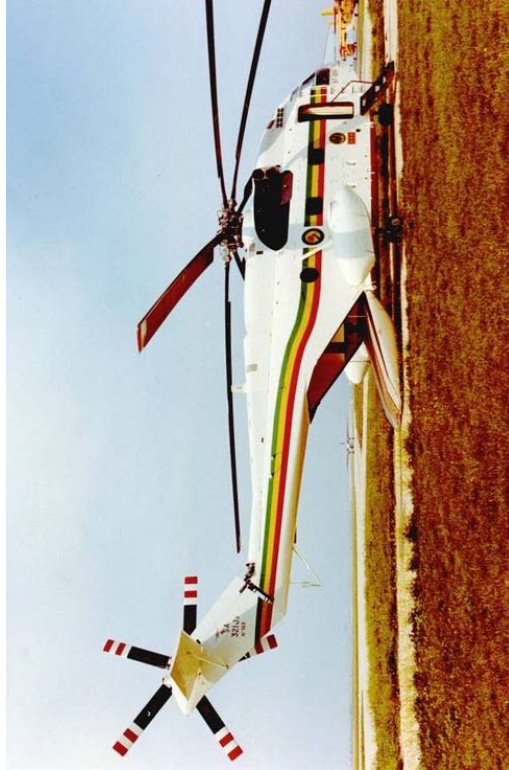
**Mongolia MiG-21PFM:** All of my prior research indicated that communist Mongolian MiG-21PFMs were zoyombos only on their vertical tails, and either conventional stars or no markings on their wings. This image clearly refutes that erroneous conclusion, however! From unknown internet source.



**Rwanda Dauphin 1:** Though unusual, images of aircraft from the Rwanda Air Force are not by any means rare. This Dauphin 1 (an uncommon helicopter in its own right) from Rwanda, though, is quite an extraordinary sight. From unknown internet source.



**Sierra Leone Let L-410:** As with Rwandan examples, aircraft wearing the markings of the air force of the Republic of Sierra Leone are not exceptional. But this Let L-410, sporting the flag insignia on both the fuselage and the vertical fin, is rather bizarre. Note the unusual badge on the nose, and the damaged tail! From <http://www.airliners.net>, courtesy Andy Pope.



**Zaire Super Frelon:** Zairean aircraft are not extremely strange, but this one surely is - a Super Frelon that served as the VIP transport of Zaire's despot former leader, Joseph-Désiré Mobutu. He renamed himself Mobutu Sese Seko Nkuku Ngbendu Wa Za Banga ("The all-powerful warrior who, because of his endurance and inflexible will to win, goes from conquest to conquest, leaving fire in his wake")- Mobutu Sese Seko for short. From <https://www.aviationsmilitaires.net>, courtesy Albert Grandolini.

## -books-books-books-books-books-books-books-books-books-books-books-

[Editor's note: It's been a long time since I've had the pleasure of reviewing a new volume of this Argentine series, and I am happy to report that it remains as exciting as ever. For those who are not familiar with these excellent publications, let me describe a few of their finer qualities: Each issue is printed on high-quality glossy paper (I've described it as being of Kodak quality) in landscape format: approximately 11 inches by 7.5 inches. This format allows the color profile drawings to be displayed in all their beauty. The text is in Spanish and consists of a history of the type in Argentine service, technical details, service histories of each individual aircraft, and several pages of color profiles. The text is well researched, the photos superbly reproduced, and the art work beautiful. In addition to the photos dispersed among the pages of text, several pages are devoted exclusively to large format photos. You don't have to be fluent in Spanish to appreciate the quality of these publications. The volumes reviewed here and some earlier volumes are available from the SAFCH Sales Service [safo@redshift.com](mailto:safo@redshift.com) for \$18.00 each plus postage.]



**Beechcraft At-11 & RC/UC/C-45H/J**, by Jorge Felix Núñez Paden. Serie Aeronaval #33. April 2015. 48 landscape pages (7.5 inches by 11 inches). Softbound. [jfnpadin@yahoo.com](mailto:jfnpadin@yahoo.com). Available from the SAFCH Sales Service [safo@redshift.com](mailto:safo@redshift.com) for \$18.00 plus postage.

Training aircraft are not as glamorous as fighters and bombers, but are just as necessary for an efficient fighting force. One of the most famous trainer, after the incomparable Texan, is the twin-engine twin-tail Beechcraft family developed from the civilian D.18. As the AT-11 Kansan (transparent nose) they served as a trainer for bomber crews, and as the C-45 Expeditor (solid nose) they served as a light transport.

The Argentine Navy received 13 AT-11 and 20 C-45. Serie Aeronaval #33 recounts their service:

- 1, Historia: 17 pages including 33 photos.
2. Tecnica: 3 pages including 4 photos
- 3, Historias Individuales: 8 pages including 24 photos.
4. Color Profiles: 4 AT-11 and 11 C-45 (with one top view).

In addition, there are 6 pages with 4 photos per page, and one page with 8 side-views of variants that were in service with the Argentine Navy,

Don't let the Spanish text deter you. This book would be a cherished addition to any enthusiast's library.



**Viking, Southampton & Walrus**, by Jorge Felix Núñez Paden. Serie Aeronaval #34. Junio 2016. 48 landscape pages (7.5 inches by 11 inches). Softbound. [jfnpadin@yahoo.com](mailto:jfnpadin@yahoo.com). Available from the SAFCH Sales Service [safo@redshift.com](mailto:safo@redshift.com) for \$18.00 plus postage.

This volume Serie Aeronaval presents the service history of three biplane seaplanes that served the Argentine Navy from immediately after WW1 (Vickers Viking IV), the Vickers Supermarine Southampton from between the wars, and the Vickers Supermarine Walrus of WW2 fame.

The Vickers Viking was a single-engine seaplane with a pusher propeller mounted above the hull between biplane wings. The Southampton was a large twin-engine flying boat with the engines mounted between biplane wings. The Walrus was an anomaly in WW2 (and the post-war years) with its biplane wings and pusher propeller.

The Argentine Navy's service of these three seaplanes is described in this Serie Aeronaval volume thus:

1. Historia: (a) Vickers Type 73 & Type 84 Viking Mk.IV: 5 pages including 9 photos. (b) Vickers Supermarine Southampton: 9 pages including 19 photos. (c) Vicker

Supermarine Type 235 & Type 315 Walrus: 6 pages including 11 photos.

2. Tecnica: 6 pages including 7 photos.

3. Historias Individuales: 6 pages including 11 photos and a 3-view drawing of Viking 'R5'.

4. Color Profiles: Norman Thompson NT-2b; Viking (2); Southampton (3); and Walrus (4) including top view of Walrus 'M-O-9'.

In addition, there are 4 full-page photos of the Southampton and a page with 4 photos of Argentine naval vessels carrying the Walrus.

This volume of Serie Aeronaval is a real treat for seaplane lovers.



**Lockheed Neptune & Orion**, by Jorge Felix Núñez Paden. Serie Aeronaval #35. Marzo 2017. 48 landscape pages (7.5 inches by 11 inches). Softbound. [jfnpadin@yahoo.com](mailto:jfnpadin@yahoo.com). Available from the SAFCH Sales Service [safo@redshift.com](mailto:safo@redshift.com) for \$18.00 plus postage.

This book is devoted mainly to the Argentine service of the Lockheed Neptune/Orion series of maritime reconnaissance aircraft - but with significant coverage of these types service with Brazil and Chile. (The main distinction between the Neptune and the Orion is that Neptune has a transparent nose while the Orion has a solid nose.)



1. Historia Lockheed Sp/P-2E/H Neptune: 14 pages including 25 photos and one color profile.
2. Malvinas: 3 pages including 3 photos.
3. El Neptune Y Yo (The Neptune and Me) 2 page including 5 photos.
4. Historia Lockheed P-3B Orion: 4 pages 8 photos.
5. Historia Brazil and Chile: Brazil has 6 pages of text including 8 photos.

plus two full-pages photos. Chile has 2 pages of text including 4 photos, plus one full-page photo.

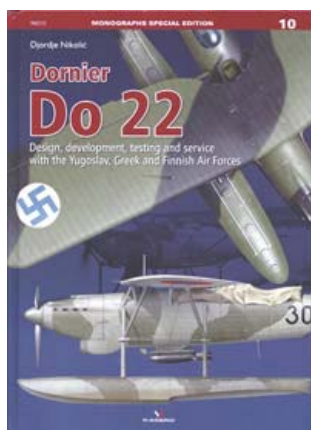
6. Tecnica: 6 pages including 11 photos and a table listing all South American Orions.

7. Identidades: 4 pages with histories of all Argentine Neptunes/Orions including 12 photos.

There are 8 pages of color profiles (7 Argentine Neptunes and 2 Argentine Orions).

In addition, there are 7 full-page photos and 2 pages with 4 photos each of Argentine Neptunes and Orions.

Highly recommended for all lovers of naval aircraft.



**Dornier Do 22: Design, development, testing and service with the Yugoslav, Greek and Finnish Air Forces**, Monographs Special Edition 10, Kagero, by Djordje Nikolic, 2017, Lublin 62, Poland, ISBN 978-83-65437-61-7, 150 pages, hard-bound.

The first monograph effort by this author; he is to be commended for a truly beautifully packaged and thoroughly researched exposition on what I have always regarded as the most esthetically pleasing aircraft of the late 1930s.

This monograph has been crafted to describe not only all known historical aspects of this rather small production aircraft series, but as an exemplary tool for modelers seeking an exotic subject. There are at least 212 black and white photos, nearly all of which have been reproduced to very high standard, as well as at least 45 detail drawings – most of which originated with the manufacturer, showing details of the structure, equipment and various configurations, and numerous graphs and charts. But perhaps best of all, there are 12 pages of exquisite line drawings of the various versions by Oleksandr Bolko and 20 pages of some of the very best color drawings by Arkadiusz Wróbel, that I

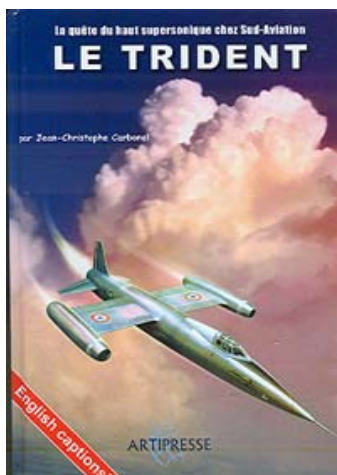
have ever seen.

The text is in English and, not to detract from his research, the author could have benefited from the assistance of an editor here and there, as some of his text is a bit challenging. However, this in no way detracts from the extremely high quality of the research he has performed.

It is difficult to single out any one aspect of the book, as nearly every page brings some surprises. However, the selection of photos showing Finnish crews mounting a 200kg depth charge on DR-195 on pages 123 and 124 are just amazing, while a photo of Yugoslav No.2 Squadron aircraft s/n 309, showing the rarely illustrated Yugoslavian “roundel” used late in their service in Egypt was a genuine treat.

This is precisely the sort of contribution to the literature that SAFO and its membership have been supporting for a long time, and I can only wish that some of these beautiful aircraft could have found their way to Latin America! Recommended with the highest praise.

Dan Hagedorn (#394) USA.



**Le Trident: La quête du haut supersonique chez Sud-Aviation**, by

Jean-Christophe Carbonel. 224 A-4 pages. Hardbound. Artipresse 2017. 119 rue Anatole France, 93170 Bagnolet, France. 48 €.

The Sud Aviation Trident was a supersonic interceptor with short unswept wings powered by a rocket motor and a ram jets on each wing tip.

The text, in French with English captions, begins with the origins of rocket-propelled interceptor going back to 1917, before going into the design, construction, flight testing of the Trident. There are so many illustrations, diagrams, and photos that the English captions almost make a knowledge of French redundant.

The chapter heading pretty much describes the content:

1. Origins
2. Le SO 9000 Trident
3. Le SO 9050 Trident II
4. La série expérimentale
5. Le Trident III et les dérivés non construits
6. Le Trident dans les médias et la culture populaire
7. Les maquettes du Trident
8. Annexes
9. Trident en couleur: '8 pages with 24 color photos.
10. Sources et remerciements: one page.
11. Index: 3 pages.
12. Profiles couleur: each subject gets 2 pages of 4-view drawings: SO 9050 'T', 'K', 'L', and 'N'; 12 pages 'What If?' SO 9050 in Tiger Meet colors & in post-war German Luftwaffe service

*Le Trident* is highly recommended to anyone interested in experimental aircraft in the helicon years of aviation following WW2. The review copy is available from the SAFCH Sales Service [safo@redshift.com](mailto:safo@redshift.com) for \$48 plus postage.



## -magazines-magazines-magazines-magazines-magazines-magazines-magazines-

[Editor's note: It's been a long time since I've had the pleasure of reviewing an issue of AirMagazine, and I am happy to report that they remain as exciting as ever. For those who are not familiar with this excellent publication, let me describe a few of its finer qualities: Published bimonthly, each issue consists of 84 A-4 size pages (approximately 8.5 inches by 11.5 inches) printed on high-quality glossy paper. The reproduction of the photos (both b&w and color) is excellent and the color profile drawings are outstanding. The text is entirely in French, but if you want a translation and have a scanner that has OCR (optical character reader) you can scan in the text and any of the computer translators will do the translation for you. (I've had good luck with Google Translator.) As for the content, the reviews below will give you an idea of the breath and depth of the coverage. For my money, AirMagazine and Avions (both French magazines) are the best magazines around for enthusiasts of the small air forces and of unusual aircraft. For more information on AirMagazine and other Artipresw publications (see the review of their hardcover book on the Sud Aviation Trident elsewhere in his issue of SAFO) go to [airmagazine@rocketmail.com](mailto:airmagazine@rocketmail.com).



**AIRMAGAZINE #65 Novembre  
Decembre 2015.** 84 A-4 pages.  
Artipresse, 119 rue Anatole France,  
93170 Bagnole, France.  
[airmagazine@rocketmail.com](mailto:airmagazine@rocketmail.com). 10.00 €

"Les Hurricanes portugais de 'Angels One Five'" 8 pages on the Portuguese Hurricanes that were painted in RAF markings for the 1951 movie *Angels One Five*. There are 11 b&w photos of the Hurricanes in both Portuguese and 'RAF' making and two color profile drawing (Portuguese 'MP+C' and 'RAF' BoUS'.

"MiG-21-93: Les derniers de la lignée" 22 pages including 36 color photos (mostly Indian Air Force MiG-21-93) and four color drawings (two profile drawings of Russian Mig-21-93 and two multiviews of Indian MiG-21-93). Topped off with a full-page bibliography.

"Francois Guillaume" 14 pages on French Naval aviator including 36 photos of his training in the USA, and his service with the Aeronaval on Hellcats, Corsairs, and Etendard IV.

"Fairey Albacore: Deuxieme 2<sup>eme</sup> parties" 13 pages including 11 photos and 12 color profiles (including three in US markings for Operation Torch). Also, two pages of details with 10 photo; and a list of kits.

"Le Curtiss Hawk 75A-8 au Perou" Here is a great article for SAFO readers. 13 pages on the Curtiss Hawk in Peruvian service, including 30 b&w photos and four color profile drawings ('287' in natural metal, '286 dark blue with chromate-green moveable surfaces. '21o22' in light brown, and dark brown upper-surfaces, arey undersurfaces, and '21o2-4' in a similar color scheme.

"Informaquettes et livres" 5 pages of reviews of kits (17) and books (3).



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"Polotes italiens du service de la France Libre" The story of Franco Burattini, an Italian who served with the Free French in WW2. 18 photos of his

pre-war Intalian service and of his later service on Hawker Typhoons.

"Le MBR-4 les Savoia de Taganrog" The Italian Saivia S.62 float plane served with the Soviet Union as the MBR-4. 12 pages including 15 photos and one color profile drawing of a S.62 in Soviet colors.

"Les Junkers au Chili 1<sup>ere</sup> Partie" This is an excellent companions for Santiago Rivas' SAFO articles on the Chilean Junker a/c. 19 pages including 47 photos [A-20 (6), F-13 (15), & R-42 (28)] and four color profile drawings [A-20 (2), F-13 (2)], & R-42 27]..

"L'hydravion d'exploration: Loire 70 1<sup>ere</sup> Partie" 14 pages on another of the ungainly, but fascinating, French floatplanes from between the wars. The Loire 70, a attractive monoplane lines were spoiled by the three engines - two tractors and a pusher, mounted above the wing. The 14 page article includes 17 photos, 2 pages of multi-view color drawings, a 1/150-scale 3-view drawing, and 3 pages of factory photos of details.

"Les Fiat BR.20 du Soleil Levant" 14 pages on the Fiat BR.20 in Japanese service, including 25 photos, five color profile drawings, and a color three-view drawing. [Editor: A model of a Japanese BR.20 would make an unusual addition to any collection of Japanese aircraft.

"L'Arado Ar E55" 5 pages on the Arado jet bomber project including two pages of original design sketches and a 3-view drawing of the final 6-engine design. There are three illustrations of the Ar E55 in a "what if" colors and a review of the Revell 1/72-scale kit.

"Informaquettes et livres" 3 pages of reviews of kits (10) and one book.



“Vince Gostkowski mentioned deliveries of Czech-built Il-10s and MiG jet fighters to Yemen in his letter in SAFO #163. Yemen was ruled by the Imam and for several years all aircraft in Yemen were registered to Yemen Airlines, which was the Imam's private air transport fleet/air force. The Mi-1 and Mi-4 helicopters and Il-14 transports that arrived in 1957 and 1958 were entered on the civil register as well.

“The first “military” aircraft were two North American AT-6As that arrived in 1955. In 1957 Czechoslovakia delivered twenty B-33s (license-built Il-10s), four of the CB-33 training version, ten Zlin Z-126 trainers, and three Aero C-11s (license-built Yak-18s). No MiG fighters were delivered. The first MiGs appeared in Yemen in the early 1960s, but those were Egyptian.

“If you are interested in aviation in Yemen and are not deterred by the language (Swedish), my book *De tog flyget till medeltiden, Svenskar i Jemen* (240 pages, see [z-bok.se/catalog.1.html](http://z-bok.se/catalog.1.html)), which is a detailed history of the Swedish pilots and mechanics that were employed in Yemen from 1948 to 1964, with many rare photos, also in colour, aircraft and pilot lists, etc, is still available. If you are

interested, please send an email to [klaan@z-bok.se](mailto:klaan@z-bok.se).”

“I just noticed that we have reached the 163rd issue of SAFO! What an incredible achievement by you and all the people who are submitting articles. It stuck me that, although the recipients of SAFO are probably all very grateful for your efforts, you probably do not get many explicit “thank-yous”. I know from my own experience that it is not very common that readers get in contact. Anyhow, here is a big thank you from me.

“Günter Endres, Rob Mulder and I are now working on our fourth Junkers book after the F 13, the W 33/W 34/K 43 and the G 24/K 30/G 31, which will be about the Ju 52/3m. Of course there is a lot of small air forces interest in all these books and there are several exotic paint schemes in the colour profile sections. We plan to have the new book ready sometime this year.”  
Lennart Andersson (#68), Uppsala, Sweden.

“No.163 finally came to the top of the pile, and wanted to jot off a few lines. First, congratulations to Doug Dildy and Pablo Calcaterra on an excellent article on the Argentine Navy Super Étendards, certainly the best and most coherent account of these excellent aircraft during the Falklands/Malvinas conflict.

“I also wanted to comment on W. Yip’s interesting article on “Aircraft Supplied to China through Lend-Lease during World War Two. As you know, Lend-Lease has been a particular area of study for me for many years now, and while Mr. Yip clearly availed himself of some of the best sources available, he could have benefited greatly by use of the Lend-Lease records held by the National Archives at College Park, specifically the records of the Munitions Assignment Board (MAB (Air)). The individual Aircraft Record cards (IAHC’s) have also been a consuming interest of mine, and while they certainly are an excellent point-of-departure for determining destinations and assignments for USAAC/USAAF aircraft, they were

essentially “fixed in time” and the entries on them almost never took into account changes that occurred “in the pipeline” and “down-range.” That is clearly what happened with the AT-6Ds, AT-7s, BT-13As and PT-22s offset for the Chinese Lend-Lease requisitions. He might want to look for code EQUINOX which was the code for American Air Forces in India from 1 January 1943 on. I would encourage Mr. Yip to spend about a week at the National Archives at College Park, MD, and have a go at the MAB (Air) Correspondence, as I would be willing to bet that there is documentation there for not only the aircraft dispositions covered in this first installment of his series, but those planned for the next installment (PT-17s, PT-19s, AT-17s) as well.

“Finally, I noted Greg Kozak’s note on page 106 looking for detailed close-ups of the F-86F on the stick at the former Tocumen International Airport FAP base taken June 22, 1975 (a former Inter-American Air Forces Academy ground instructional airframe). I regret that I have no detailed images or close-ups. I hope someone else may have gotten same at some point. The fate of that aircraft, by the way, appears to be a mystery.”

Dan Hagedorn (#394), USA.

[Editor: I was asked about the availability of Bright Spark decals beyond those available from the SAFCH Sales Service (BS-1 Indian AF, BS-2 Pakistan AF. & BS-6 Saudi Arabia).. I wrote the maker of these decals, SAFO member Mike Burton, asking which of these excellent decals are still available. His answer follows.]

“Eight sheets have been produced over the years, but unfortunately they are all sold out. However, BS-7 (Peruvian AF) and BS-8 (Turkish AF) are available on ebay from Spacecadet. to whom I sold the last sheets wholesale.

“BS-3 was on Egypt wartime and up to the revolution, BS-4 was on the Swiss AF with serials and BS-5 was on the Austrian AF with codes.”  
Mick Burton, (#303), UK.



After armament training at Nivelles, during April 3e Escadrille deployed to Wevelgem, near Courtrai, for gunner practice over the North Sea. A target sleeve was towed by a Fairey Fox from Ostende airfield for the Fiat pilots to shoot at with their 12.7mm Breda-SAFAT machine guns.



With the precipitous French army collapse to the south threatening the entire Allied front, on 16 May, 4e Escadrille withdrew its six surviving CR.42s to France, arriving at Chartres airfield, southwest of Paris, two days later. The next day a Luftwaffe raid by three Do 17Zs destroyed Fiat "R.26", the mount of 1st Sgt Jean Maes.



Luftwaffe airfield attacks were very effective when they caught enemy aircraft on the ground. One of the most successful – and most devastating for the Belgian fighter force – was the 10 May attack on the Ile Groupe's "campaign field" at Brustem where dive-bombing Stukas (I./StG 2) and strafing Bf 109Es destroyed 14 CR.42s, virtually wiping out 3e Escadrille, leaving the group with only eight operational fighters.



Shortly after the capture of Nivelles, a propaganda film team captured the scene in the 4e Escadrille maintenance hangar, where Fiat R.2, R.21, and R.27 were undergoing overhaul and repair. Like the five CR.42s (R.24, R.29, R.31, R.32, and R.33) handed over to the French Armistice Commission on 27 August 1940, the fates of these biplane fighters is unknown. Conceivably they were returned to Italy.





The first of 12 Bell AH-1Z Viper attack helicopters ordered by Pakistan and expected to be delivered during 2018. They will be the first exported AH-1Z; the most advanced of the numerous production AH-1 manufactured to date. (Bell Helicopter via Jay Miller)



A Pakistan Bell AH-1 attack helicopter. (via asianairarms.com)